

**1/6** EVERY FRIDAY

# Autosport

**BRITAIN'S MOTOR SPORTING WEEKLY**

## IN THIS ISSUE

### **FROM TWO WHEELS TO FOUR**

**Do Motor-cycle Racing  
Men Make Good Drivers?**

**John Bolster on  
"Pit Work"**

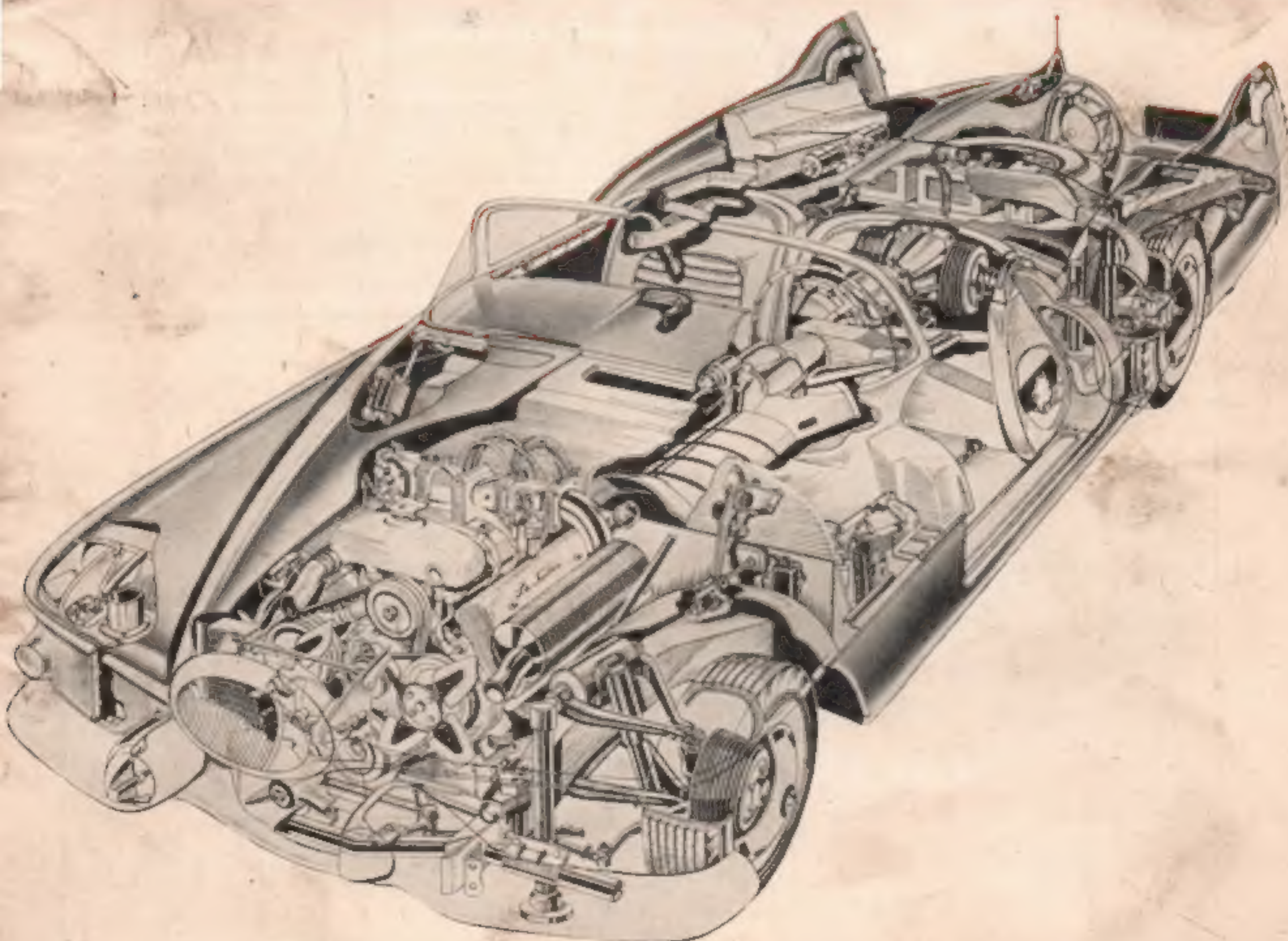
**New Ferrari Models**

**The Bugatti O.C's.  
Experiment**

**Philip Smith — P. S. de  
Beaumont—Russell Lowry**

**Vol. 2 No. 7**

**February 16, 1951**



**DESIGN FOR THE FUTURE:** A cutaway drawing of General Motors' startling supercharged V-8 "Le Sabre" which is the subject of a special article in this week's issue



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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 2 No. 7

February 16, 1951

Assistant Editor - C. POSTHUMUS  
Northern Editor - RUSSELL LOWRY  
France - GERARD CROMBAC  
Chief Photographer - GEORGE PHILLIPS  
North of England - FRANCIS N. PENN

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## NOTICES

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## EDITORIAL

GEOFFREY TAYLOR is the designer of the Alta, and his concern is directly interested in the future of Formula racing. Recently he instigated a meeting with representatives from B.R.M., H.W.M., Connaught and E.R.A., at which proposals for future formulæ were discussed. A further meeting was arranged, and on this occasion Earl Howe and Colonel Barnes (R.A.C. Competitions Committee) were present, Laurence Pomeroy acting as Technical Adviser to Earl Howe. It was agreed to ask Earl Howe to approach the F.I.A. with a view to securing their agreement on the following proposals:—

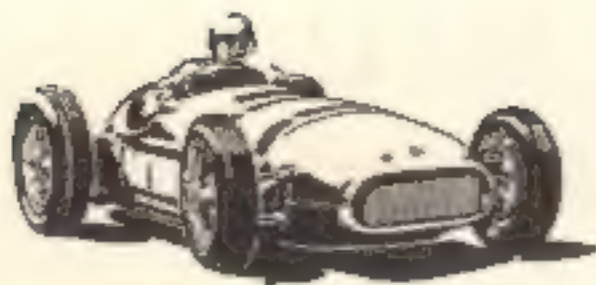
(a) To carry on the present Formulæ 1 and 2 until the end of 1956, without alteration. (b) To superimpose a fuel limitation for gas turbines of 100 litres per 100 kilometres for Formula 1, and 25 litres per 100 kilometres for Formula 2. This represents a maximum fuel consumption of 2.8 m.p.g., and 11.2 m.p.g. respectively. (c) In the event of the F.I.A. insisting upon a fuel limitation for both formulæ, Earl Howe would attempt to obtain agreement that the above fuel limitation would apply as well. (d) That the F.I.A. should have a meeting not later than the end of 1954 to decide the new formulæ commencing January, 1957.

It will be noticed that there is no mention of whether or not supercharged engines should be banned. No one can anticipate what attitude will be adopted by Italian and French delegates at the F.I.A. meeting in Brussels tomorrow (Saturday). France's failure to produce a raceworthy 1½-litre contender, even on a National basis, i.e. the C.T.A.-Arsenal, may be reflected in an effort to influence the meeting to adopt an unsupercharged formula. Italy is known to have even faster 1½-litre cars than the all-conquering Type 158 Alfa Romeo, and the recent announcement that Signor Colombo has rejoined the Milan organization makes it extremely likely that the "flat-twelve" will replace the 8-cylinder car, to counter the opposition of the unsupercharged V-12 Ferrari, and Britain's 1½-litre V-16 B.R.M.

Other countries' representatives, particularly those who have no direct interest in building or racing cars, may be influenced by the desire to ensure that the speed and spectacle of Grand Prix racing, as represented by supercharged cars, is continued. At any rate France will probably be the chief dissenter in continuing the existing Formula 1, and it is quite on the cards that she may receive support from the U.S.A., and even Germany, the last-named now being permitted to be represented on the F.I.A.

The adoption of a fuel limitation may assist in solving the many problems connected with streamlined bodywork, not the least of which are brake-fade and directional instability at high speed, and may also encourage designers of gas-turbine engines to obtain the economy of operation which at present places this type of power-unit at a considerable disadvantage when compared with piston engines.





# Pit and Paddock

FASCINATING new British "flat-four", air-cooled Formula 2 engine will be described and illustrated in next week's issue.

\* \* \*

SPIKE RHIANDO recently dived his Skirrow-J.A.P. inside Earls Court, to give a demonstration of indoor midget car racing, which is highly popular in the U.S.A.

\* \* \*

JIMMY RICHMOND'S team of Mark V Coopers for Formula 3 racing will be handled by Alan Brown, Spike Rhiando and (temporarily) Stirling Moss.

\* \* \*

THE death is reported of Dr. Horch, late of the Auto-Union organization, and designer of the car that bears his name.

\* \* \*

AT the time of going to press, J. Leary is at Monthéry seeking the International Class I Hour Record with his Mark V Cooper-J.A.P.

\* \* \*

CASTROL'S excellent films, "Motor Sport" and "Motor-Cycle Sport" are in so much demand by Clubs, that many additional 16 mm. copies have had to be printed.

\* \* \*

GAUTRUCHE'S "Monte Carlo Rally" six-cylinder Citroën may have been his 1950 "Alpine" car, but according to John Gott, his victorious 1949 vehicle was a "four".

\* \* \*

EVIDENCE of the tremendous popularity of books dealing with motoring subjects is contained in the latest catalogue issued by Vivian Gray. Excluding periodicals, 590 different titles are listed.

\* \* \*

COLIN CHAPMAN gave a most interesting talk to members of the 750 Club at the "Red Cow", Hammer-smith, on 7th February. He dealt with modifying the standard Austin Seven to make it suitable for "750" formula racing.

\* \* \*

NOISES apparently coming from John Cobb's Napier-Railton in the film "Pandora and the Flying Dutchman", are reported to have emanated from the exhaust of Rivers Fletcher's M.G. Magnette. Incidentally, car models used in this film were the work of AUTOSPORT'S C. Posthumus.

\* \* \*

LE MANS has had 126 prospective entries for the 60 places. These were:—France: 2cv Citroën (1), 12 Dyna-Panhard-based cars, 17 Renault or Renault-based cars (4 official work's entries), Delahaye (1), Diesel-Delettretz (1), Rovin (1), 8 Talbots and 10 Simcas, 6 of them being Gordinis. Great Britain: 8 Aston Martins,

6 Jaguars, 5 Jowetts, 2 M.G.s, 3 Frazer-Nashes, 3 Allards, 2 Healeys, H.R.G. (1), Riley (1) and Bentley (1). Italy: 6 Ferraris, Fiat-Stanguellini (1), Osca (2). U.S.A.: Cunningham (3) and 2 others. Czechoslovakia: Aero-Minor (1). Germany: BMW (1), Porsche (4), Volkswagen (1), entered by Hubert Patthey. 21 entries have not specified cars.

\* \* \*

EAST ANGLIAN M.C. had both the Editor of AUTOSPORT and John Bolster to talk to their members after the A.G.M. at the "Bull", Halstead on 11th February. The former gave a brief survey of "500 c.c. Racing", whilst J.V.B. delivered a humorous but intensely factual account of how he came to build "Bloody Mary" for £25.

\* \* \*

SYRACUSE G.P. on 11th March is confirmed as being an International event for Formula I cars. It is the first leg of the Italian Formula I Championship.

\* \* \*

MRS. ELEANOR ALLARD, driving the Allard coupé with which she won the Ladies' Prize in the M.C.C. "1,000 Miles" Rally, is competing in the all-women Paris-St. Raphael Rally which starts on 28th February. Co-driver is her sister, Mrs. Edna Wood.

\* \* \*

SEVEN British entries leave from 31 Belgrave Square, London, W.1, at 7 p.m. on 22nd February, to take part in the International Sestrieres Rally (23rd-26th February) organized by the Turin A.C. They are:—S. A. H. Emerson, J. Coombes, M. F. L. Faulkner, J. Cooper, J. F. Dalton, R. S. Bloomfield and R. J. E. Taylor.

\* \* \*

ACLAND and Tabor, of Welwyn have acquired a 1½-litre Lester-M.G.-engined Lancia Augusta with special Lester bodywork, for this season's sports-car racing. Driver will be W. R. Croysdill, who piloted it in its original form at Castle Combe.

\* \* \*

LANCE MACKLIN, at present in Switzerland, is hoping that John Heath will be able to join him for a few days. He adds: "All we need now is Stirling to make up an H.W.M. ski team".

\* \* \*

J. S. MITCHELL (H.R.G.) won the P.A. in the J. S. M.G.C.C.'s Scottish Centre Spring Trial last Saturday. Peter Goodall (Dellow) took the opposite class. Report in next week's issue.

\* \* \*

S.O.S. DEPT. K. Smith, 26 Fox Lane, Trecheville, Sheffield, 12, desperately wants to borrow a handbook for his 1936 Riley Falcon. Can anyone help?



# Portrait Gallery . . . John Wyer



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By A. T. M. Acket

**A**STON MARTINS made a happy choice when they selected John Wyer to manage the team of DB2 sports-racing cars. One of the "back-room" boys of motor racing, John is an engineer of exceptional ability and also possesses that rare gift of being able to manage men as well as machines. As all Aston Martin enthusiasts will agree, the future of David Brown's admirable motor cars could not be in more capable hands.





## FERRARI STREAMLINE PRODUCTION

### THREE-MODEL POLICY FOR SPORTS CARS

*A striking aerodynamic saloon by Vignale on the Ferrari Inter 195 chassis, featuring original treatment of the side-lamps.*

FROM the many different V-12 models manufactured by Ferrari of Modena, has evolved a very definite policy for sports cars. For this season, the concern is marketing three different chassis, the 195 Inter, the 212 Export and the 340 America. Both the Inter and the America are produced with standard bodywork, the former being the closed coupé seen at Le Mans last year, and the last-named being the familiar two-seater as raced in 2-litre form by Ascari and Serafini at Silverstone. Naturally, all models can be supplied with special coachwork to order.

The Inter has a bore and stroke of 65 mm. and 58.8 mm. (2,340 c.c.), and with a 7.5 to 1 compression ratio develops 130 b.h.p. at 6,000 r.p.m. Maximum speed is given as 113 m.p.h. The Export has an engine of 68 mm. x 58.5 mm. (2,562.51 c.c.), and develops 150 b.h.p. on an 8 to 1 compression ratio at the same r.p.m. It has a stated maximum of 138 m.p.h. The America has a power-unit of 80 mm. x 68 mm. (4,101.66 c.c.), also 8 to 1 compression ratio and develops 220 b.h.p. at 6,500 r.p.m. Maximum speed is given as 150 m.p.h.

All three models have 5-speed gearboxes, twin distributors, transverse leaf i.f.s., semi-elliptic rear, hydraulic brakes and tubular chassis frame. The Inter and Export have a single Weber carburetter, but the America has a triple arrangement.

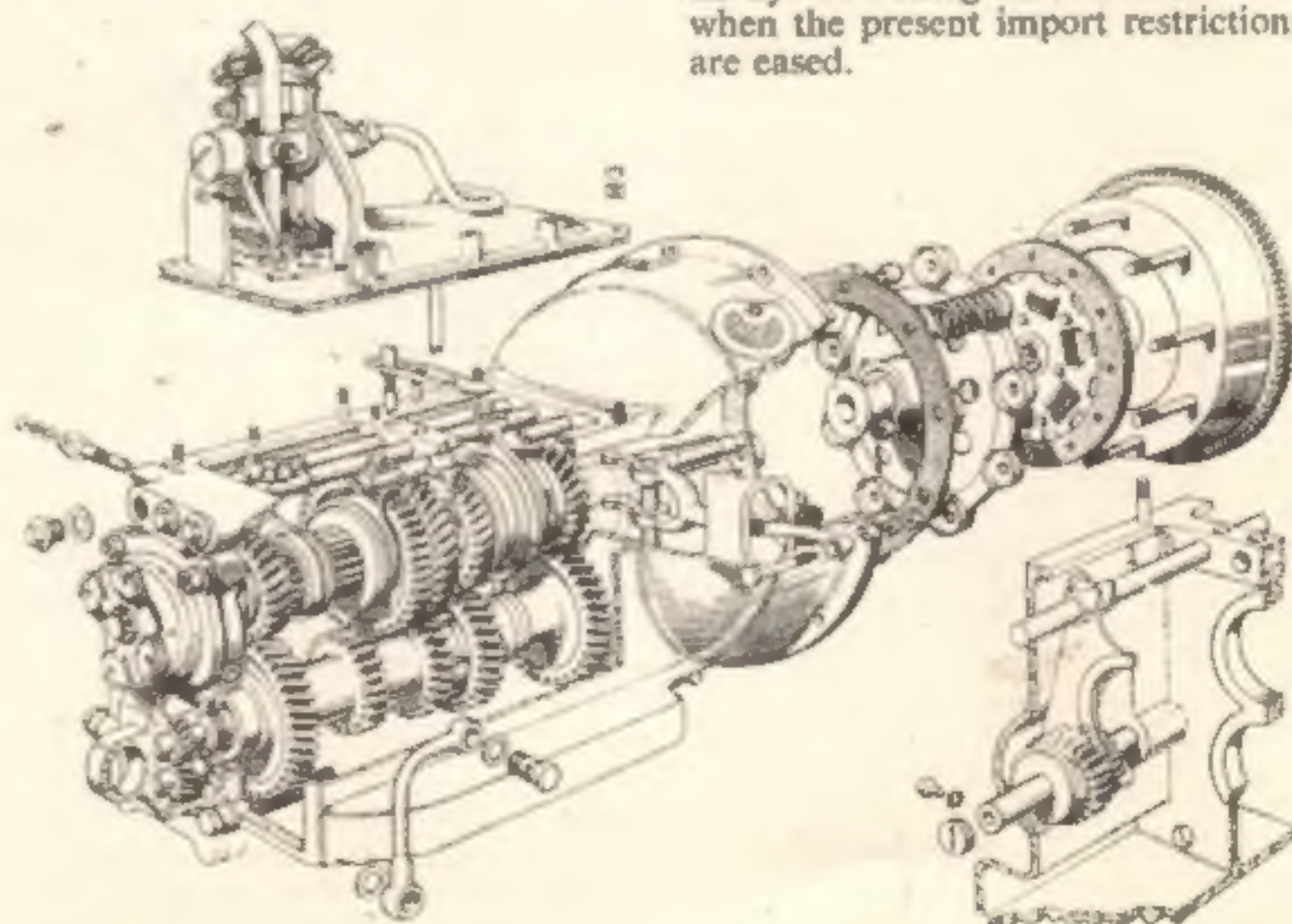
*Exploded view of the 5-speed gearbox fitted to all three models of the Ferrari.*

Weight of the Inter coupé is 18 cwt., and of the America "Mille Miglia" type 2-seater, 17½ cwt. Chassis weight of the Export is given as 15½ cwt.

As regards the racing cars, Scuderia Ferrari will presumably pin its faith to the successful 4½-litre unsupercharged Formula 1 machine, which is now reported to be giving 370 b.h.p. For Formula 2, last season's all-conquering De Dion-suspended 2-litre is reported to be giving a much greater output than the 140-160 b.h.p. of the cars raced by Ascari and Co.

Without a doubt, the Modena concern is going all out for honours in both Formula and sports car racing, to say nothing of production car racing for which the 2.3, 2.6, and 4.1 litre models will be built in sufficient numbers for eligibility in the majority of events. Despite the high cost of the Ferrari, the concern has recently obtained many orders in the dollar areas.

Also, it is quite on the cards that Scuderia Ferrari will nominate at least one British driver to handle their cars in sports car and production car events in this country, with an eye to selling cars in the future when the present import restrictions are eased.







## Sports-News

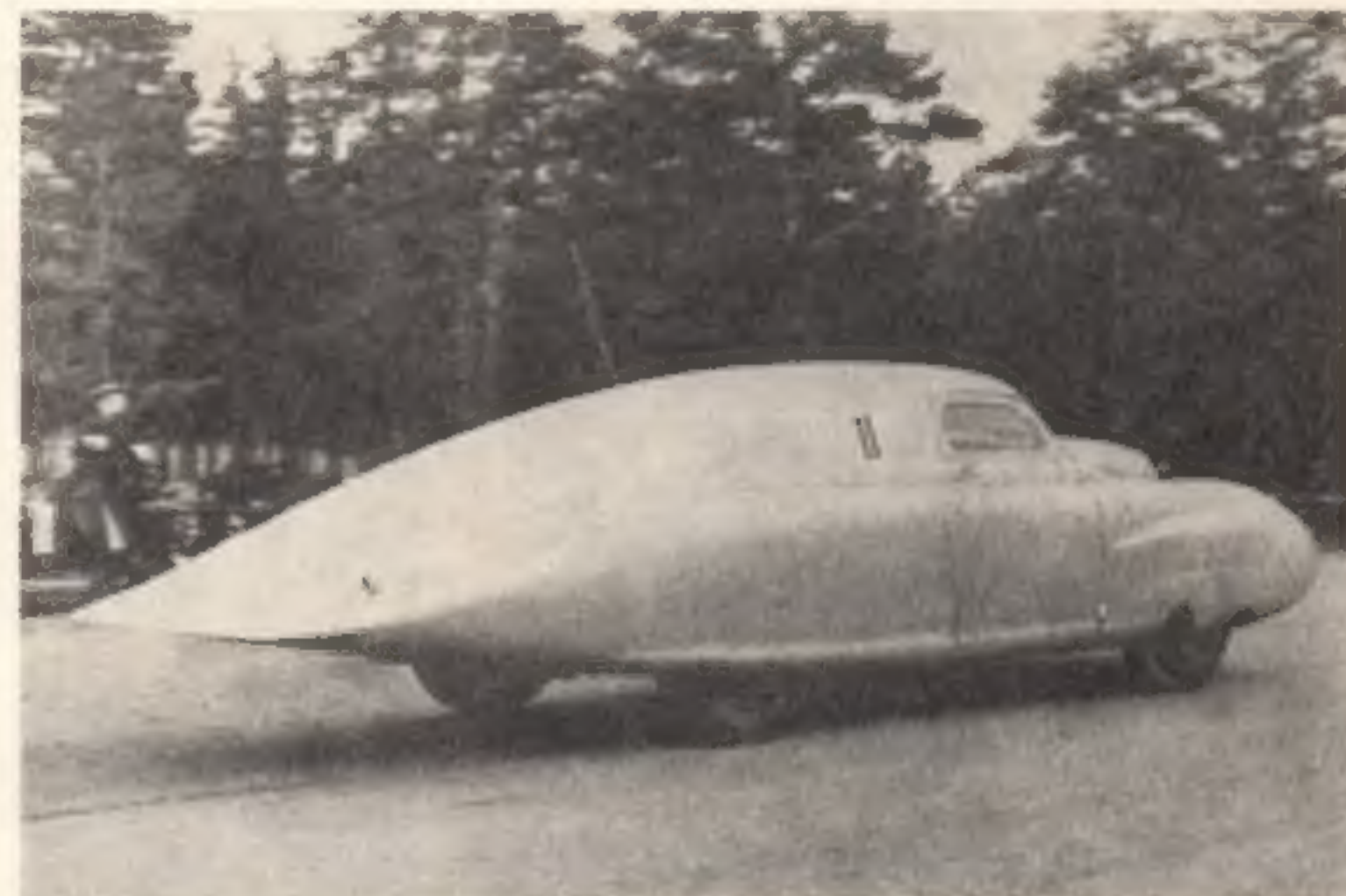
### SACKCLOTH DEPT.

**I**N Part VI of "Seasonal Survey", in our 2nd February issue, it was stated that T. A. D. Crook won two races at Castle Combe in July, 1950, with his Type 328 BMW. This was incorrect, as Crook actually drove a "Replica" model Frazer-Nash that day.

### THE EVIAN—MONT-BLANC RALLY

**T**HIS year the Evian—Mont-Blanc International Rally takes place on 27-29th July. Organized by the A.C. du Mont-Blanc, the length is about 850 miles, which includes 30 mountain passes with night sections. The event starts with a night test, including the Col de l'Iseran, and ends up at Annecy on the morning of 28th July. Competitors then go on to Megeve, where a two-kilos hill-climb will be held. On the 29th the route goes to Annemasse, and then there is a five-kilos hill-climb. The finish is at Evian.

The "Evian" is open to sports and touring cars; entries are limited to 120, of which 30 are reserved for British competitors. There are many trophies and awards, first prize being £250. The entry fee (£12) is the same as last year, but entrants in the East Anglian M.C.'s "Champagne Rally", which is run concurrently, pay only £11.



Details of both rallies can be obtained from R. K. N. Clarkson, The Chase, Halstead, Essex.

### R. F. CHAPPELL BEST IN THE "BEST"

**T**HE Kentish Border Club's "Best" Cup Trial on 4th February proved a win for R. F. Chappell (Dellow), who lost two marks over the five sections, to joint runners-up A. Rumfitt's and E. M. Vero's loss of four marks each. Tony Rumfitt

took the Opposite Class award with his Cotton Spl., and the team award went to the three Dellow's driven by Chappell, Sleep and Vero.

#### Results

"Best" Cup. R. F. Chappell (Dellow S.).

Opposite Class Award. A. Rumfitt (Cotton Spl.).

First-Class Awards. E. W. Vero (Dellow S.), B. H. Dees (Dellow S.).

Second-Class Awards. D. M. Sleep (Dellow S.), F. L. Stark (Dellow S.).

### LAST SUNDAY'S PRESIDENT'S TROPHY TRIAL

#### Pentony Continues Winning Way

##### Provisional Results

President's Trophy (best performance by member of invited club), G. Pentony (Cyclops), N.W.L.M.C.

Ansell Trophy (best performance by member of Southsea M.C.), C. E. Crump (Marden).

**RED RACERS:** More photographs of Soviet-built cars. (Left) A 350 c.c. version of the SVEZDA-SALUT. (Below) A special streamlined POBEDA, built to attack long-distance records.

Best Performance, Class A. L. J. O. Bartlett (Bartlett Spl.). Class B. A. Rumfitt (Cotton). Class C. A. G. Imhof (Imhof Spl.).

First-Class Awards. R. F. Chappell (Dellow), H. Hopkinson (Ford-Austin), E. G. Spence (Spence), G. W. Best (M.G. S.), B. H. Dees (Dellow), J. H. Appleton (Appleton), D. M. Sleep (Dellow).

Second-Class Awards. J. C. Smith (Bartlett Spl.), B. Blundell (Blundell), R. E. Day (Dellow), H. Collings (Collings), H. Clayton (Clayton), V. S. A. Biggs (Ford), E. J. Chandler (Ford V-8).

Team Award. Chappell, Day and Sleep.



## PRESIDENT'S TROPHY TRIAL

Last week-end's Southsea M.C. event which was won by Gerry Pentony (Cyclops).

(Left) Tony Rumsitt (Cotton) on the hairpin at Lythe Farm Right. He made best performance in Class B.

(Below) Get out and get under! A spot of shock-absorber adjustment is required on H. Hopkinson's Special, before tackling Lythe Farm Right.



(Above) Why did I sell my motor car? Anything but cheerful picture of Doug. Cotton who passengered H. Clayton. His successful car did well in the hands of its new owner.



(Right) Blown PB: First-class award winner Gilbert Best (M.G.) on Beechy Curve which defeated the entire entry. He made "highest of the day" climb.



(Results will be found on the previous page.)





# The J.B.S. Has an Outing

## Successful Tests of New Formula 3 Car

**A**Lf BOTTOMS' clever J.B.S. (first described in this journal) received its first circuit test recently at a Home Counties airfield. The little car had a real hammering, for not only was it thrashed around by Alf and fellow team-members Frank Aikens and Curly Dryden, but Sir Francis Samuelson, Alan Moore, Jack Westcott, "Dick" Richards, the Editor of AUTOSPORT and George Phillips also had a go.

Although powered by a "hack" single-o.h.c. Norton motor, the J.B.S. showed itself to possess a fine turn of speed and cracking acceleration. Handling was excellent, and despite harder rear springs than are normally fitted, it gave a comfortable ride. A feature is the almost complete lack of vibration from the solidly mounted engine, which makes the car less tiring to drive than many other "singles".



**TRY-OUT:** Alf Bottoms and Alan Moore (extreme left) get ready to push-start Curly Dryden in the new J.B.S., whilst Frank Aikens (extreme right) asks Dryden: "Got your competition licence with you, Curly?"

The 2LS brakes (on each wheel) are extremely powerful. Steering is almost uncannily light, and leads to unintentional oversteer till one becomes used to it. General stability is above criticism.

It is learned that Alf's father will act as team manager for the "official" team, and that bearded Alan Moore will be Frank Aikens's co-conspirator with the Triumph-powered car. It is also likely that Don Parker will acquire a J.B.S. for this season's racing, and Samuelson, Westcott and Richards will probably be similarly mounted.

Without a doubt, the new J.B.S. is a formidable contender for International Formula 3 honours.

## DELAHAYE—DELAJE IMPORTS

**W**E learn from Selborne (Mayfair) Ltd., that imports of a small quantity of Delahaye and Delage sports cars have been permitted since 1948 in the case of the former, and 1949 for the 3-litre Delage. Apparently orders placed for either of these makes around the present time, can usually be satisfied by the end of the year.

**REVOLVER:** (left) Jack Westcott apparently trying his best to qualify for the well-known "Revolvers" Trophy" during cornering practice on a wet track with the J.B.S.

**TRIALS MAN:** (Below) A. W. ("Dick") Richards, not unknown in the mud-plugging world, "lead boots" the J.B.S.-Norton on one of the airfield's straights.



THE recent report that Raymond Mays had invited Britain's newest motorcycling star, Geoff Duke, to drive for B.R.M., focuses interest on the question whether or not racing motorcyclists make good racing drivers.

It is widely held that they do, and the tenet is substantiated by the records of many famous rider/drivers of today and yesterday. The Italians, whose opinions must be respected in view of their consistent and widespread racing experience through the years, have always believed strongly in the value of a two-wheel apprenticeship to car racing, whilst the pre-war German teams habitually sought among their bike men for possible Mercedes and Auto-Union drivers. Raymond Mays, too, is fully cognisant of the valuable experience afforded by motorcycle racing, as is shown by his interest in Duke (who, however, will remain with Nortons), Peter Romaine and others as potential drivers in the B.R.M. team. Grand Prix road racing can be regarded as the highest of all classes of racing, and it is significant that Tazio Nuvolari, who by his record must surely be considered the finest driver of all, was a professional motorcyclist in earlier days, as was his eternal rival Achille Varzi.

#### Nuvolari the Master

Nuvolari's record of victories with cars is far too lengthy to dwell on here—suffice it to say that he has gained over 40 "firsts" in G.P.s alone since 1927. Yet he also scored innumerable motorcycle successes, scooping up 350 c.c. races with monotonous regularity on a twin o.h.c. Bianchi in the mid-twenties. He rode Indians and Garellis, too,



## From Two Wheels to

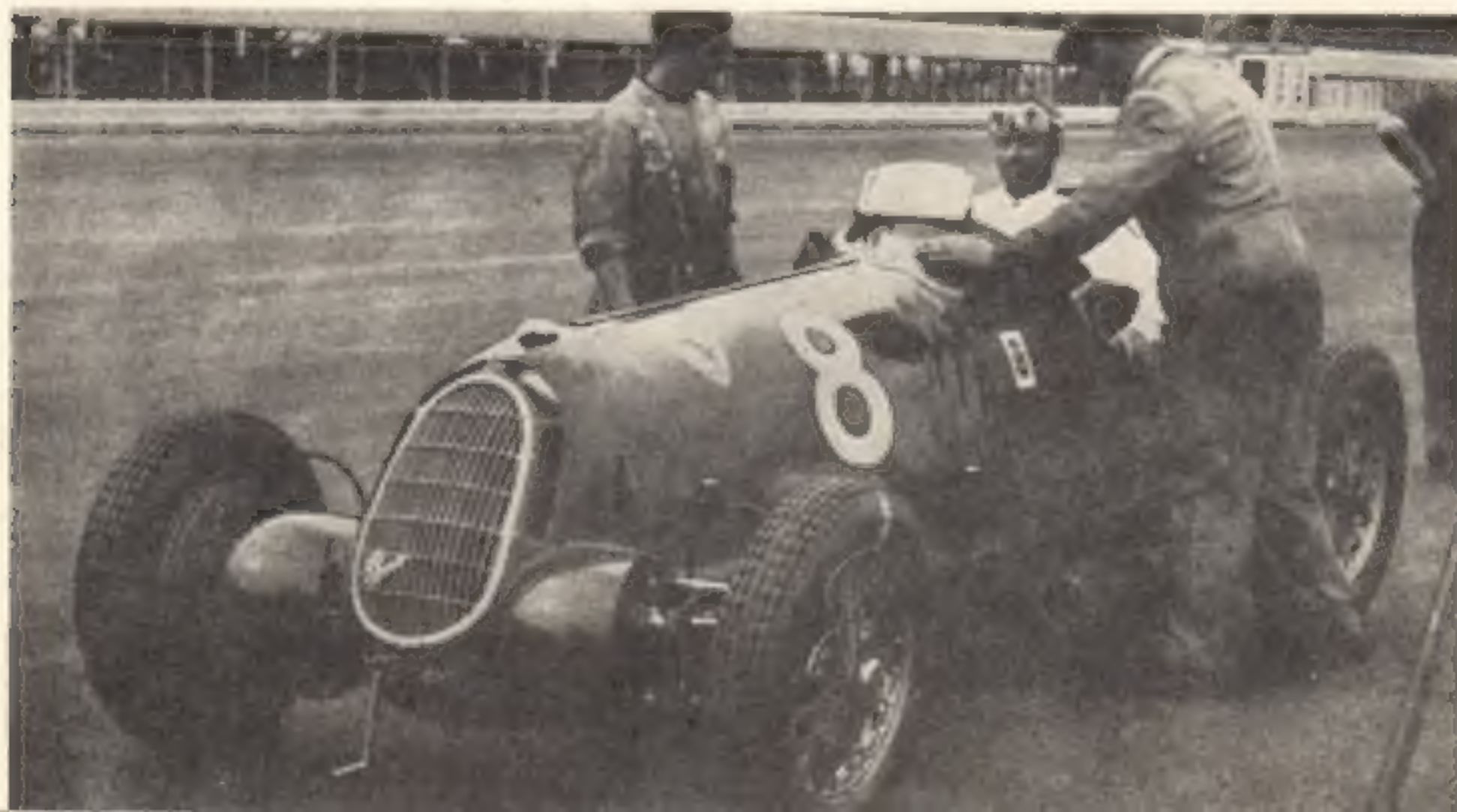
*Do Motorcycle Racing Men Make Good G. P.*

and became Italian 500 c.c. Champion in 1924 with a British Norton. Although he first took out a competition licence in 1915, when he was 25, racing then was almost nil and he didn't really get going until after the Great War. Then he drove cars as well, beginning with an Ansaldo and following with Chiribiris and Bianchis, on which he scored his first car wins before turning to Bugattis and Alfa Romeos. Right up to 1930 he alternated between motor and motorcycle racing and these activities, if strenuous, must have proved invaluable in experience.

The great Nuvolari-Varzi duels in car racing are legendary, but the

latter driver, who was killed in a 158 Alfa at Berne in 1948, was equally as successful as Nuvolari on two-wheelers—and beat him occasionally. In his very first season, 1923, 18-year-old Achille won the 350 c.c. Italian Championship! In 1936 he became 500 c.c. Champion with a Sunbeam, and again in 1928, and it was during that year that Varzi turned to cars. By the following season he had become Champion Driver of Italy!

These two great drivers both declared their motorcycle experience was invaluable for car work, and this was undoubtedly also the case with other prominent drivers. Tough Yorkshireman Freddy Dixon, who



**FLYING MAN-TUAN:** Tazio Nuvolari has a matchless record of car successes, and much of his skill can be attributed to earlier motorcycle racing.



**RACING OVER TRAM-LINES** (Left) is just one of the many motorcycle road race hazards which develop a hyper-sensitive degree of judgment, of great value to car racing

**AUTO-UNION AC1** (Right). No driver took more readily to the difficult rear-engined Auto-Union G.P. cars than Bernd Rosemeyer, ex DKW racing motor cyclist



## Four—

### Drivers ?

had much success with unblown Rileys, was a great bike figure in the 'twenties, winning the Sidecar T.T. of 1923, the Junior T.T. in 1927, and many other speed events on Douglas, H.R.D. and Indian machines. Motor race fans know him well as winner of two Brooklands 500 Miles races, but 15 years before he had ridden a great 8-valve Harley-Davidson into second place in the only two-wheel "500" ever to be held. C. J. P. Dodson is another with an imposing list of motorcycle wins to his credit, including two Senior T.T.s with Sunbeams. In 1934 he won the car T.T. with an N type M.G. Magnette, and in 1936 took the R.A.C. classic again, co-driving with Freddy Dixon on a Riley. His diminutive size made him an ideal pilot for the "potted dynamite" twin-cam Austins and he won the 1938 British Empire Trophy at Donington with one. Chris Staniland, one-time Donington lap record holder with a Bugatti, was another famous bike rider a decade before, scoring countless wins and speed records at Brooklands.

#### Old Timers

Norman Black, successful M.G. driver, was a keen racing motorcyclist in the immediate post-Great War period, while another rider, 1925 Amateur T.T. winner H. G. Dobbs, was later a vigorous performer on

Rileys. Syd Crabtree, famous for his Excelsior motorcycle deeds, also raced M.G. Midgets, and was dished out of a hard-won second place in the 1931 T.T. by a sensational last lap sprint by Borzacchini's Alfa. Other notables from this country are Arthur Dobson of white E.R.A. fame, who raced Douglasses at Brooklands, Tommy Simister, one-time Norton works rider, later a Southport car racer, Sir Malcolm Campbell. Kaye Don, Gwenda Hawkes, who as Mrs. Stewart rode in Continental motorcycle road races (she came third in the 250 c.c. French G.P., 1926) before turning to Morgans and finally to the f.w.d. Derby-Miller on which she broke many records at Montlhéry; and cheery Johnny Wakefield, youthful and cherubic, whom they dubbed "Boy" at the I.O.M. Manx G.P. bike races, and who later did so well with a Maserati.

Another outstanding Continental bike/car man was Bernd Rosemeyer, NSU and DKW rider before Auto-Unions took him on as a driver in 1935. His intimate knowledge of the Nurburg Ring, acquired on two wheels, proved invaluable in the memorable 1936 Eifelrennen, when fog blotted out parts of the course and drivers had to grope their way around. The fearless Bernd, whose handling of the difficult rear-engined cars was

always spectacular, won by over two minutes from Nuvolari. His team-mates Herman Muller and Rudolf Hasse were motorcyclists, too, Muller visiting Ulster in 1935 for the G.P. of Europe with a works DKW, for which marque he rides to this day. At one time he raced on dirt tracks and was German Sidecar Champion in 1932. Yet another Auto-Union driver, albeit briefly as he joined in 1939, was Georg Meier, one of Germany's finest motorcyclists of all time. He was (and is now, again) No. 1 rider in the BMW team, winning our I.O.M. T.T. in 1939 and many Continental G.P.s. After the war he joined Ernst Loof, another fine rider, in the Veritas venture, and won the German Formula 2 Championship in 1948.

#### Serafini, Gilera Star

Meier's finest motorcycling rival was Dorino Serafini, brilliant and audacious rider of a 500 c.c. blown four-cylinder Gilera, who took the 1939 German G.P. from under the noses of the *Herrenvolk*. After the war he began car racing, proving very fast until becoming involved in a fantastic accident at Comminges, when his steering column broke away bodily. His Maserati dashed headlong into some trees, and needless to say Dorino was very seriously injured. He has fully recovered now, however, and is a



member of the official Ferrari team.

Apropos this team, its overwhelming 1-2-3 victory in the 1950 Penya Rhin G.P., where two B.R.M.s ran, remains clear in our memories, and it is noteworthy that all three Ferrari drivers—Ascari, Serafini and Taruffi—were motorcyclists. Alberto Ascari had raced Bianchis pre-war; Serafini, too, before joining Gileras, while Piero Taruffi was a very fine rider of British Nortons and later Gileras. Among cars, he has raced Alfas, old and new, Bugattis, Maseratis, Cisitalias and Ferraris, while as a technician he is renowned for his part in the design and development of the blown Gilera four, the 1,100 c.c. Cisitalia and for the Guzzi-engined "Tarf", that astonishing 500 c.c. car of twin boom construction with which he broke Class I records a year or so back.

#### The German Drivers

The recent announcement of Mercedes entries in forthcoming Argentine races brings to mind the famous pre-war team. Its No. 1 driver, "Rud." Caracciola, served a brief speed apprenticeship on two wheels with an NSU in 1922, winning a race near Cologne before joining the Fafnir team. In these cars he came fourth at Avus and won a race at the Opel track, then joined Mercedes in 1923. The following year, when well on his way to success as a car driver, he took time off with a 350 c.c. Garelli motorcycle to score three class wins in German speed events before reverting to four wheels.

Hermann Lang started motorcycle racing at 18, became Bavarian Hill-climb Champion in 1930 and German Sidecar Champion in 1931. Hard times struck him then and his mount was a quarry locomotive for a time, until he joined the Mercedes experimental department in 1933. He became Fagioli's mechanic, emerging as a driver under the Italian's coaching in 1935; by 1939 Lang was European Champion. Luigi Fagioli himself (now in the Alfa team) motorcycled in Italian races before driving a 1,100 c.c. Salmson in the 1927 Targa Florio. He subsequently joined the Maserati team, in which drove other ex-motorcyclists such as Luigi Arcangeli, a fine Guzzi racing man, later

killed in the twin-engined Alfa Romeo at Monza; Clemente Biondetti, old-time A.J.S. rider and subsequent Mille Miglia specialist; and A. Ruggeri, who had a fine record with big Harley-Davidsons in the early 'twenties. A two-wheeler contemporary of his was the great Pietro Bordino, brilliant Fiat G.P. driver, who was equally at home with unwieldy Harley and Moto-sacoche twins.

#### Louis Rosier, Hill Climber

That ultra consistent French driver Louis Rosier is yet another who occupied the saddle before the cockpit. His career began back in 1926, when he took up motorcycle hillclimbing, notching many an f.t.d. in local events before investing in a blown Amilcar in 1928. Yet he did not become famous until a score years later with Talbots. Another Frenchman, Roger Loyer, was highly successful with British Velocettes, and has done well with Cisitalia and Simca cars. The late Harry Herkuleyns, of Holland, who used to drive a K3 Magnette with much ferocity pre-war—he won the Frontieres G.P. once and tried for local records on the Jabbeke-Aeltre road two or three years ago—was formerly a successful bike man in Dutch events.

An illustrious name in record



*Achille Varzi, whose correct, calculated style earned him innumerable victories on two wheels and four*

breaking is that of Ab Jenkins, near-resident of the Bonneville Salt Flats, Utah, U.S.A., a driver of exceptional endurance who has driven a 24-hour record-breaking stretch many times, and attributes his stamina to rigid adherence to Mormon faith, which requires total abstinence from tobacco and liquor. In 1940, at the age of 57, he broke the world's 24-hour record with the Curtiss-engined Mormon Meteor at an average of 161.18 m.p.h., a remarkable feat from every aspect, yet nearly forty years before he was racing motorcycles in point-to-point events. In one such, a 200 miles race over rutted wagon roads from Salt Lake City to Blackfoot, Idaho, he swerved off-course to miss a hay cart, somersaulted and was catapulted over 20 yards. In landing he broke his nose and three ribs, but persuaded spectators to help him back on his machine, rejoined the race and finished third! Two other recordmen with motorcycle experience were Douglas Hawkes and diminutive Bert Denly. The latter used to race on Nortons with much good fortune and later proved invaluable as henchman and co-driver to George Eyston in many record breaking forays.

Not all motorcyclists found the change to four wheels beneficial. The two dashing Gherzi brothers, Pietro and Mario, achieved little by their change from Nortons, Guzzis, etc., to Maseratis and Alfas. The German BMW rider Ernst Henne, holder of the two-wheeler speed record at 173.5 m.p.h., who won several German road races between 1925 and 1933, was appointed Mercedes driver in 1934. His performances were disappointing, Henne seeming to lack the flair for G.P. work, although he subsequently raced sports BMW cars to considerable effect. Britain's Wal Handley, who was surely unsurpassed in his day as a racing motorcyclist, had surprisingly little success in his all too brief essays at car racing, although he was a very fast driver. His run in the 1934 Mannin Beg was sensationally abbreviated when he crashed his Magnette at a corner while leading. In Eyston's Magic Magnette in that year's Brooklands "500", again while leading, he charged off the course and through the fencing on the Rail-





Bernd Rosemeyer drove only two full seasons in G.P. racing before meeting his death in a record attempt in 1938, yet he won more races than any other Auto-Union driver

way Straight. Two years later he inverted Dixon's 2-litre Riley at Donington.

The late Omobono Tenni, a fearless top-liner and Guzzi's first string, tried Maseratis in 1936. He proved a veritable *furioso* at the wheel, winning the 1,100 c.c. class of the Mille Miglia, leading the Monaco voiturette race from Bira's E.R.A. until he spun at a bend on lap 33 and retired, and taking second place in the 1936 Eifelrennen. But Tenni was too valuable to the Moto Guzzi concern, and stayed with them until his tragic death at Berne in 1948, during the same week as Achille Varzi was killed.

Manx G.P. expert, Kenneth Bills, tried car racing at Jersey in 1948, with a rather unsuitable mount, R. Cowell's ex-Le Mans V-12 Lagonda. Did he like it? We don't know, but he hasn't driven since. Stanley Woods, rider of the very top-flight, had a four-wheel spell, first with a Lea Francis and later with the single-seater side-valve Austins, but had little chance to show his prowess, for his cars usually gave trouble. Of his team mates, Pat Driscoll was a famous Brooklands "tiger" on Nortons and Douglasses, who took to the tiny Austins like the proverbial duck to water. His feats around the Mountain at Brooklands were memorable, arousing the admiration of Caracciola himself, on a visit to this

country. Nello Pagani, rider of Guzzis and Gileras, met remarkable success in his few appearances as a car driver, winning the Pau G.P. in 1947 on a Maserati, and repeating his victory in 1948. He still has a drive occasionally, but frankly prefers his Gilera.

#### The Others

Doubtless, keen readers will think of further riders who became car drivers. But the fact that several first-class men shone in both spheres cannot be taken as *proof* that two-wheeler racing is advantageous to subsequent car work—it merely intimates that point. Doubters can marshal a substantial list of A1 racing drivers who had nothing to do with racing motorcycles at all—Chiron, Fangio, Farina, Etancelin, Von Brauchitsch, Wimille, Villoresi, etc., and can observe that some of the rider/drivers listed had but limited bike experience anyway.

One must ask, therefore, what motorcycling provides that can be of benefit to car racing. Briefly its principal offering is a superfine degree of judgment, cultivated of necessity by the very danger of the sport. A motorcycle requires to be balanced by its rider, imposing upon him a maximum responsibility for his own survival, whereas a four wheeler is a self-supporting platform, inherently stable. Naturally, to race either type of vehicle requires great skill, for misjudgment can mean disaster on any number of wheels, but the consequences of error on a racing motorcycle are greater than in a car. The rider is fully exposed and unprotected, and should he take a bend too fast, and his machine crash, his chances of ending in a hospital bed are considerable. The car man *can* corner too fast and get away with it—which is not to say he should, or that skilled drivers do. But the motorcyclist, faced by gory prospects should he err, develops his judgment to the *nth* degree to avert such happenings. The rider possessing such supine judgment is already pre-conditioned for high-speed car work, although he has still, of course, to acquire the different technique.

#### Wet Road Riding

Driving in the wet is an art in which only a few racing drivers excel—Caracciola is the classic

example, Bira another. The rest may lose seconds per lap in understandable caution. Picture the delicate judgment and nerve required to ride a motorcycle like a 500 c.c. Gilera or Norton on a wet, slippery surface. Remember, one slip and the rider's race may be finished, yet should he ease up some dauntless rival (and there are plenty of them!) gets by. Judgment again—courage—toughness—these are the requisites. A motorcyclist must also know his machine, not in "feel" alone, but mechanically. Mechanical knowledge means sympathy with the machine, a vital need if the finishing flag is to be reached. Many a car race has been lost by gallant but unknowledgeable lead-foot driving. Ex-motorcyclist, ex-mechanic Hermann Lang always got the most from his Mercedes, but only blew it up when under flat-out orders to oust a rival. Herr Uhlenhaut, Mercedes technical chief, preferred Lang of all the team drivers for his sensitivity and "feel" for his motor.

Bikes and cars frequently use the same circuits, so there lies another advantage, and just as Rosemeyer knew his Nurburg Ring before ever handling an Auto-Union, so Fergus Anderson was on familiar terrain when driving the 2 litre H.W.M. in the 1950 German G.P. This renowned "Continental Circus" bike man became *au fait* with the H.W.M. in a remarkably short while. Many readers saw him perform at Silverstone in August—he wasn't slow, was he!—yet that was only his second drive in a pukka racing car.

Present-day racing is remarkable for the popularity of the 500 c.c. racing movement, and among the more successful drivers we again find ex-motorcyclists. Alf Bottoms, winner of the Rheims  $\frac{1}{2}$ -litre race and many Brands Hatch events with his J.B.S.-Norton, is a Wembley speedway rider—and one couldn't have a much tougher initiation to speed than cinder track racing. Don Parker, Bill Aston, Bill Whitehouse and Ken Carter are all ex-bike men, and this season will see Harold Daniell, triple T.T. winner on Nortons and as wily a fox on two wheels as ever Chiron with four—driving an Emeryson "500". May his future success add weight to the contention—or can it be called fact?—that motorcycle racing men make good racing drivers. C.P.





**PIT STOP—1908 STYLE:** A Benz comes in for a pit stop in the 1908 French G.P. at Dieppe. While the mechanic struggles heroically to secure the spare tyre, the driver leisurely goes about the business of refuelling—a contrast with today's methods

# PIT WORK

by

JOHN BOLSTER

PART ONE

## Practice Day

**P**ITS may vary in form from the luxury of Zandvoort to the austerity of Chimay, and may be ideally sited, as at Jersey, or crazily misplaced, as in the Isle of Man. Nevertheless, their role is invariable, and the tasks performed therein are just as important as the more spectacular work of the drivers themselves.

These tasks are divided into two sections. Control and mechanical maintenance. The control side, of course, includes all the paraphernalia of lap scoring, time keeping, signalling, and intelligence. On the mechanical side is included all the work necessary during practising to bring the car up to the peak of condition on race day, plus refuelling in the actual contest, and the lightning diagnosis and rectification of any trouble that may develop.

In choosing all the necessary equipment, the best plan is to have a look at the tackle used by really experienced teams. Jacks, funnels, and so forth have taken their present shape after years of racing, and it is worthwhile to get the dimensions of these things, rather than waste a lot of time experimenting with new ideas. If you are going to go in for pressure refuelling, a maximum speed of two gallons per second should be aimed at, and churns and funnels should be kept in reserve in case the new-fangled contraption dies on you.

Wherever you go, all your tools and spares should be put on the counter in exactly the same relative positions; it is amazing how much time that simple habit can save. All the pit staff, while the car is on the circuit, should remain in their own section of the pit. It is such a small space that if anybody wanders around, he will inevitably get in the way of someone who has an important job to do. Furthermore, the driver gets used to recognizing his pit by the general pattern, and it is surprising how different it can look if the personnel alter their positions.

Somebody should be in absolute command, and his orders ought to be obeyed instantly, without question.

He should be an aggressive person, for he will have to take stern measures against neighbouring teams, who will let their bits and bobs overflow on to his counter. Above all, he must be ready to use that terrible word if anybody talks to the timekeepers or lap scorers. If the pit marshals fail to keep unwelcome visitors away, they should be left in no doubt that social calls are not encouraged.

As soon as practising starts, every lap performed by the car, even including standing or warming-up ones, should automatically be timed. This information should be kept tabulated, and as many other cars as possible should be timed, if they are observed to be going quickly. When the driver next comes in, he may want to compare different laps to assess the merits of various methods of handling the machine, and he is sure to want to know how his rivals are doing.

It is vital to realize that when a driver has been lapping really fast, he will be somewhat strung up when he returns to the pit. He has been exerting every last ounce of mind and muscle to fling his projectile round the intricacies of the course, and has probably approached very close to disaster in trying to knock off a tenth of a second here and there. As the car pulls in, the mechanics should leap off the pit and carry out any repairs, adjustments, or mere checking over, with all the expedition they would employ in an actual race.

Not only is this good training, but the psychological effect is tremendous, for the driver is able to resume his practising without any check on his feeling of high endeavour. If he is greeted by a pit staff who slouch out in their own time with cigarettes stuck to their lips and their hands in their pockets, the let-down is disastrous. Supposing he has just been almost killed by defective brakes, it is not the height of tact to remark that the brakes would be all right if he knew how to drive. It is fatally easy to upset a driver, and until he is able to warm up to his work again, his judgment



and coolness may be seriously, even dangerously, impaired.

At most race meetings, especially those which entail the closing of roads, the practice period is lamentably short. It is thus necessary to make a plan of campaign, so that as much motoring can be done as possible. By this I mean that several different jobs can be carried out at a single stop if everybody works with a will, and, in particular, the car should always pull up with its wheels in the same position; this can be ensured by making suitable chalk marks on the road, and is essential for accurate fuel consumption readings.

A note should be made of all adjustments, replenishments, and checks carried out, for if everything is not written down as it happens, it is easy to forget in the general rush and noise. Each time the driver comes in he will report what readings he has been getting on the various instruments, and if these are always jotted

down, it will soon become apparent if a significant change is taking place. If the oil pressure has not been spot on all the time, the filter element should be whipped out and examined for metallic traces.

Whenever the sparking plugs are taken out, they should be placed on the pit counter in the same positions which they occupied in the engine. It will thus be possible to keep a check on the condition and mixture strength of the various cylinders, and valuable information would be lost if the plugs got mixed up.

During the practice period, the opportunity should be taken to give the driver several signals, so that he may become accustomed to picking out his pit. It is best to keep signalling to an absolute minimum, but some signals are essential, and if they are used during the training, they will not be misunderstood in the heat of battle.

In my next article, I shall deal with the function of the pits on the actual day of the race.

RUSSELL  
LOWRY'S

## NORTHERN LIGHTS

LOST TROPHIES—FINDINGS—KEEPINGS—PENN-ALTY—THOSE DINNER SPEECHES—THE TUNNEL

THE recent paragraph in AUTOSPORT regarding a missing club trophy has brought out quite a crop of similar "sunk without trace" reports. The Sheffield and Hallamshire Club's Haslam Golf Trophy is among those posted missing. Curious thing about this particular pot is that nobody ever seems to have seen it, although it has often been talked about. Perhaps it disappeared down a nineteenth hole.

It is painfully easy for a club to lose track of a trophy, especially if it has a large collection. And to judge from the congested display cabinets in the homes of some Experts, the odd pot, one way or the other, would scarcely be noticed. As that dreaded event known as Spring-cleaning is getting near, I suggest that the occasion might be made for a Silver Census, which might bring to light a trophy or two that has overstayed its leave.

During the recent Unpleasantness one Northern club evacuated its collection of trophies to the Presidential residence in the heart of the country. It was just as well they did, as every other stick, stone and piece of paper possessed by the club disappeared in smoke one rough night.

When the Trouble was (we hoped) over, an expedition was organized to bring home the glitterware, which by then had rocketed to the value of several thousand pounds. Complete panic prevailed when the most precious of all the trophies, literally worth its weight in gold, could not be found. Apparently it had been stored safely and secretly in view of its great value, and nobody for the life of them could remember where it had been put. The house was a large, ancient and rambling one, full of secret hiding places. Fortunately, a flash of inspiration came to the rescue, but it all goes to show that you can't be too careful.

Welsh Trial. The spoils of success were being carried home in triumph by a certain country member of the Club. On the road a halt was called for a meal. For no reason at all, one of the party had a sudden nervous twitch, and walked out to the car, which he found glowing gently in the night air, and about to burst into flames. This, after 36 hours of trouble-free motoring. As the local hosepipe was too short to reach the fire, the fire was wheeled to the hose, and by this means, with the wasteful assistance of a soda water siphon, the situation was saved. But for the strange train of thought that took one of the passengers out into the night, the club would have found itself the possessor of a neat blob of silver, which presumably they would have had to rename the Molten Trophy. The car would not have been too healthy either.

MY recent paragraph about racing circuits and the scramble for permission to hold meetings on them, has brought a very interesting letter from the Competitions Department of the R.A.C., the contents of which cannot be too widely known. I therefore quote "the R.A.C. officially support the view that any club finding and developing a speed course thereby establishes a prior claim to it, and the R.A.C. will not grant a permit to other clubs without the original club's agreement. If this fact were more generally known, it might avoid some of the difficulties which occur from time to time." Although knowledge of this very proper protective attitude may avoid further sad losses, it only makes the Chatsworth story (for this was the course concerned, as you probably guessed) sornier than ever. A prior claim had, in fact, been established, and no other club would have got a permit without the original club's agreement, so they were all wasting their time trying

THE Blackpool and Fylde Club very nearly lost one of its pots (though it doesn't know it yet) after the

NORTHERN photographer Francis Penn doesn't drive in trials, and perhaps for this reason takes a ghoulish





**CHAMPION:** A. C. Kelly being presented with the Championship Trials Trophy by Mrs. Bertie Lewis-Jones, wife of the President, at the Wirral "100" M.C.'s annual dinner.

#### Northern Lights—contd.

delight in water splashes, which he haunts like a brooding vulture. Justice overtook him during the Hagley Club's Clee Hill Trial, when he found an unexpected torrent barring the road he intended to travel. Stepping out of his car, he probed his way gently into the stream to find out if it was deep. It was. It was also quite unexpectedly slippery. Penn sat down suddenly in two feet of water.

THE nobbling of steeds has not yet, as far as we know, extended to trials drivers, but an element of suspicion lurks around the experience of a certain member of a Yorkshire club. Returning home at a smallish hour from a festivity, he decided, on his way to bed, to look in at a small, quiet room at the end of the passage. Fair enough. The odd thing is that his sorrowing family found him still there next morning. Apparently scrutineers will have to pay closer attention to matters of fuel!

BREVITY being the soul of wit in everything except "Northern Lights"—I am glad to record the alleged shortest-ever Presidential address. The scene was the Wirral Hundred Club's recent Annual Dinner, and it is claimed that Bertie Lewis Jones, the new President of the Club, covered all the necessary points in one minute fifty seconds, dead. This is a competition which might well be encouraged, as I hear of another Northern club which was supposed to be holding a Dinner-Dance, but so many and long were the speeches that the band was almost ready to go home before dancing could begin. Anyhow, it was well after 11 o'clock, and you will agree that that means an awful lot of speech.

efforts, although right under his tailboard was a police van, quite obviously waiting to pounce.

WE are now familiar with the case against that naughty practice of towing trials' cars to the starting points of events. We are also accustomed to these starting points being fixed in out of the way parts of the country, which take quite a bit of finding if you don't happen to know the locality. Malcolm Bateman has the perfect answer to these and all similar problems. The White Rose Trial run by the Y.S.C.C., started from his home, Royd Hill at Sutton-in-Craven.

THE telescoping of awards is one way of offering relief to people with overcrowded sideboards. One driver, who "cleaned up" several events at Gamston, has much appreciated the offer of a pair of racing goggles in lieu of four replicas, and the Hartlepool Club have also offered the facility of collapsing several prizes into a single more desirable one.

THE Blackpool and Fylde Club looks like becoming a power in the north. Their Welsh Trial has been reported in AUTOSPORT, and was voted a great success, combining as it did the properties of a rally with those of a semi-sporting trial. The hub of the whole affair was the club's sumptuous premises at Blackpool, situated within an acceleration test's length of the usual pylon dicing site. A complete hotel has been taken over with all appointments, bars, lounges, dining-rooms, and every conceivable amenity. Surely an ideal setting in which to plan great things—and talk them over afterwards?



# The Overhead Camshaft M.G.s

by Philip H. Smith, A.M.I.Mech.E.

**W**e are now going to deal with a most important phase of the proceedings, namely, the well-being of the twin SU carburettor installation fitted as standard to these engines.

The SU instrument is of extremely straightforward design and construction, so much so that it sometimes suffers through being pulled apart far too frequently by unskilled hands. The first thing to do therefore is to examine each instrument carefully, when it will be easy to decide whether it has been maltreated to such an extent that a reconditioned replacement is the best policy. This should only be necessary in most extreme cases, as fortunately the parts most liable to derangement are easily replaced. Readers will be familiar with the working principle of the SU, which, in brief, is that the fuel flow is controlled by a specially tapered needle moving in the jet under the influence of a piston operated by induction vacuum. The piston has an air-control barrel attached to it so that the intake of air is controlled in correct ratio to fuel delivery.

The most common fault in the carburettor is concerned with this arrangement of mixture control; lack of lubrication, or the presence of dirt can cause sticking of the piston in its dashpot, and badly neglected carburettors are prone to this trouble. Apart from the question of neglect, however, it is possible for such sticking to take place due to other causes, particularly on M.G. engines where the dashpots are slightly out of the vertical (the carburettors being of the semi-down draught pattern).

## Ensuring Free Movement of the Dashpot Piston

It will be appreciated that the clearances inside the dashpot, particularly between the rim of the piston and the dashpot wall, are machined to very close limits. Slight wear in the centre guide, or a very small amount of distortion of the dashpot, can easily cause the piston to touch the dashpot. Such contact however slight, cannot be allowed; the piston must fall absolutely freely by gravity when lifted. Having dismantled and cleaned thoroughly both dashpot and piston, paying special attention to the annular grooves in the latter, all should be well. If, with everything clean, it is not possible to slide the piston throughout its travel, at the same time spinning it on its central guide so that its periphery describes a spiral up and down the dashpot, without actual contact taking place, the fouling point must be found. If the movement is carried out slowly, with the dashpot horizontal and the air-piston held between finger and thumb, it should be possible to feel the spot. In extreme cases, lamp-black on the surfaces may be necessary, but invariably the "touch" test is sufficient.

This contact indicates minute distortion of the dashpot, usually caused by uneven tightening down or possibly dropping the component on a hard floor! The remedy is judicious use of emery cloth on the offending spot, in conjunction with metal polish. It will be found

that very little metal need be removed to give clearance, and it will be obvious that no more clearance must be provided than is absolutely necessary, since air leakage past the piston will be caused if the gap is excessive. This use of abrasives on aluminium surfaces may be frowned on by the purists, and the writer recollects that he has already been taken to task for what is considered too much emphasis on their use in engine overhaul. The answer to this is that far more damage can be caused by ham-fisted use of scrapers, which only the most skilled of fitters ever learn to use properly, and that providing discretion is used, emery cloth and similar aids do the job extremely well.

## Patience the Remedy

Slight wear in the centre guide, otherwise of little consequence, may cause piston-dashpot contact due to the angularity of the carburettor, therefore test for freedom with the parts held at their working angle. In this case, it will probably be found that the area of fouling is rather larger than that caused by a high-spot or distortion, but the degree of contact is very slight. Still, it must be remedied. Patience and a "little at a time", will ensure a perfect fit. Finally, a polish all over, inside and out, with metal polish, and a thorough wash in petrol will finish the job.

Incidentally, the correct lubricant for the centre guide is thin cycle oil, and not much of it. It is worth while screwing small cycle-type spring-lid oil cups into the caps at the tops of the dashpots, to allow the correct amount of lubricant to be inserted. This is a much more practical idea than attempting to insert oil through the microscopic hole in the cap, whilst frequent removal of the cap itself is undesirable.

## Positioning the Needle

There is only one position for the needle in the air-piston, that is, with its shoulder flush with the face of the hole. No attempt should be made to get any kind of adjustment by moving the needle in the air-piston away from this position, and it must be locked securely by the screw, which will stand tightening good and hard.

The jet is movable under the influence of the mixture control, the jet being drawn down to enrich the mixture. Cork washers are provided to maintain a fuel seal and at the same time allow the jet to slide freely. Naturally the jet must be central, otherwise it will be fouled by the needle. Thus, if the needle has been passed as perfectly straight, and the piston is sliding freely, any restriction of movement must be caused by fouling of the jet by the needle, and steps must be taken to centralize the jet.

(To be continued)



# Sporting



**MANCUNIAN** (Above)  
A. H. Bateson (Ulster  
Austin) in the gar-  
age test during the Man-  
chester University A.C.'s  
Howarth Cup Rally

**CLEE HILL** (Left)  
Miss Margaret Holden  
(H.R.G.) makes a de-  
termined assault on  
Marshbrook during the  
Hugley and District  
L.C.C.'s classic Clee Hill  
Trial

**WHITE ROSE** (Below)  
Cuth Harrison with his  
new trials car on Leys  
Lane during the York-  
shire S.C.C.'s White Rose  
Trial



**SHAVI**  
Marshbrook



# Survey



*WHAT IS IT? (Above) A Duncan Healey?—a Cord? You'll never guess: It's H. Thompson's Delage at the start of the reversing test in the Manchester University A.C.'s Howarth Cup event*

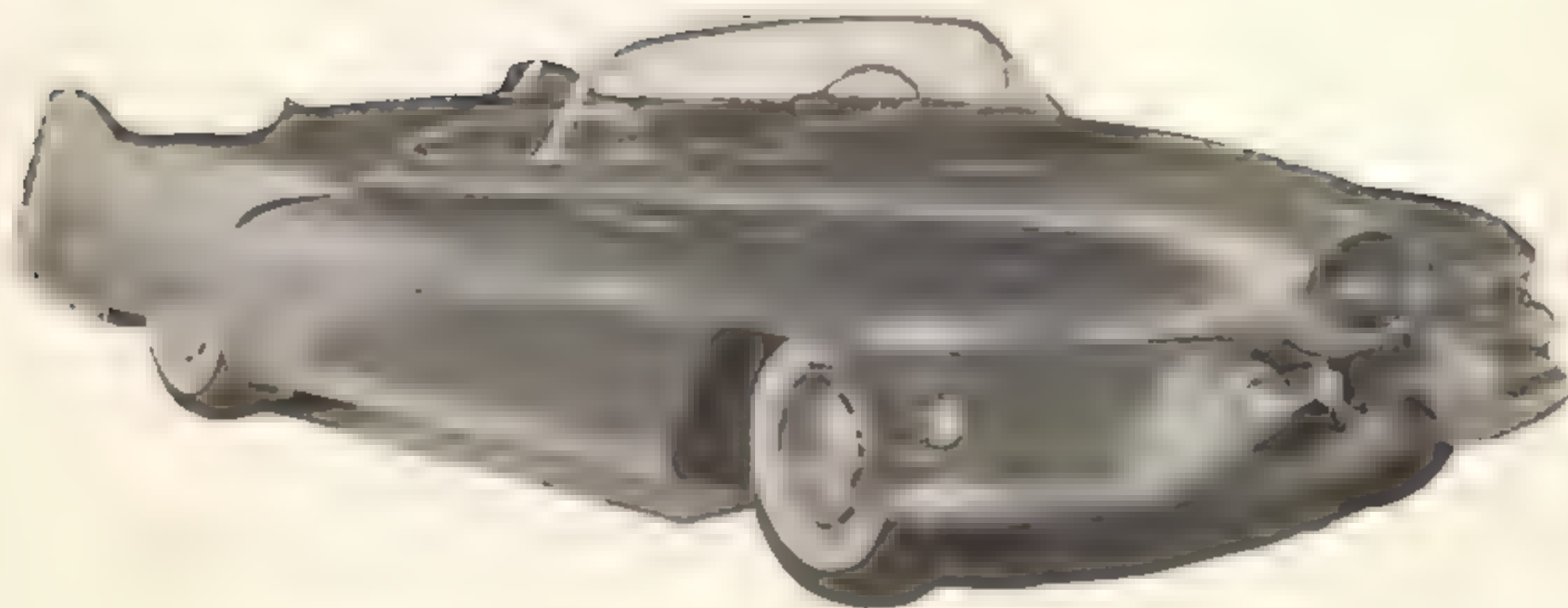


*EX-WISE (Below) G. Wood making the mud fly on Lays Lane II with the ex-Tommy Wise CW8 in the Yorkshire S.C.C.'s recent White Rose Trial*



*BUT Len Shaw in the latest Ford-powered Wharton on the 'Clee Hill'. Shortly after taking this shot, photographer Frankie Penn fell into a watersplash, camera and all!*





*LE SABRE: The new sports model developed by General Motors. The frontal treatment, while mildly suggestive of a hanchar moustache, conceals many advanced technical features*

## General Motors Builds a Sports Car!

By P. S. DE BEAUMONT

**BIZARRE BUT CLEVER U.S. DESIGN FEATURING SUPERCHARGED V-8 MOTOR, TORQUE CONVERTER TRANSMISSION AND FLEXIBLE FUEL TANKS.**

**I**N view of the thoroughly practical cars with which America's huge General Motors Corporation floods not only the American continents, but many other parts of the world, it may come as rather a shock that G.M. is building a sports car. A tempting conclusion as to why, might be to the effect that the impressive sale of British sports cars in America has shaken this industrial giant into offering competition, but the fact is that this car is General Motors' own private plaything. Indeed, this extremely sales-minded firm would not part with this car at any price because, despite the fun and games it will provide for engineers and executives, the car is intended as a sort of laboratory on wheels.

Rather typically, the car is not the brainchild of the experimental department, but of what is called the

Styling Section, headed by Harley J. Earl, the G.M. vice-president whose function it is to preside over the appearance of G.M. products. Nevertheless, the car's mechanical features are most interesting, as will be seen.

### Plaster Mock-up Completed

With combined publicity consciousness and a natural desire to avoid linking this car with any one of G.M.'s many makes, it was given the name "Le Sabre" at the unveiling in Detroit, on 29th December last, of the full-size plaster mock-up. Construction of the actual car proceeds, meanwhile, under wraps.

The chassis of Le Sabre is no less advanced than the coachwork, and is the work of Charles A. Chayne, who has just been elevated to the G.M. vice-presidency of engineering

from his most recent post of chief engineer of Buick.

### Total Weight 26½ cwt.

To begin with, the car is, by American standards, small and light, the wheelbase being 9 ft. 7 ins. while total weight is expected to be about 26½ cwt., thanks to much use of aluminium and magnesium alloys. The overall length is 16 ft. 8 ins., the top of the scuttle is 3 ft. ½ in. above the ground, and the overall height with hood up is 4 ft. 2 ins. The extreme breadth measured across the front wings is 6 ft. 4½ ins., and road clearance is 6 ins.

The Buick engineers, not surprisingly, have provided an engine which follows the present strong American trend toward the high-compression V-8. The bore and stroke of 3¼ x 3¼ ins. (82.55 mm.)



result in a capacity of 3½ litres. No details about the engine have been released except that it is to have a compression ratio of 10 to 1 *plus* a blower, to yield 300 h.p. for its weight of 500 lbs. Some sketches seem to indicate that the blower is not of the familiar American centrifugal type, and that the engine has overhead valves operated by push rods and rockers. This engine is now actually undergoing tests, and some Detroit rumours say that it is basically the engine for Buick cars of about two years from now.

The fuel system includes two 16-gallon rubberized-fabric, aircraft-type fuel cells, one in each of the fins of the rear wings. One of these tanks is for petrol of 80 octane or better, while the other is to carry methanol. The latter is to be injected into the engine via the carburettor "at a certain speed range for extra power boost".

### Torque Converter

The drive from the engine is by a central fixed shaft to a "Dynaflow" torque converter mounted on the frame just ahead of the differential, which is also fixed. The latter is flanked on both sides by the rear brakes, and from them, universally-jointed half-shafts extend to the independent rear wheels. Unsprung weight is obviously at a near minimum.

Wishbone independent front suspension appears to be used, with telescoping shock absorbers associated with the wishbone, which is at the top. An arm apparently taking the place of the usual lower wishbone suggests torsion-bar springing at the front, especially as the usual coil springs are not shown. Mention has been made of a special "anti-dive" feature of some kind to prevent the nose from dipping when braking.

As to rear springing, one suspects conventional half-elliptics, telescopically damped, but it would not be surprising if these springs turned out to be of the single wide leaf variety. The means for controlling rear wheel geometry have not been revealed.

The brakes have finned drums of only 9 ins. diameter due to the use of small wheels, and are somewhat cloudily referred to as being "of a twin-shoe type to provide more

braking surface". Slots in the rear wings admit air to ducts leading to the rear brakes. Actuation is doubtless hydraulic.

Apart from the futuristic exterior, Le Sabre's coachwork appointments seem to foretell the total physical decline of the average motorist. With great ingenuity, provision has been made to eliminate almost every possible exertion of the driver and passengers.

### Electrically Operated Door Latches

The door latches are worked electrically by push buttons, and the windows are lowered and raised by the same means. If the driver wishes to adjust his seat position, an electrically-operated screw jack does it for him. What is more, if he is indecently clad, the comfort of his posterior is looked after by thermostatically controlled seat warmers which augment the usual warm air circulating system.

The hood goes up and down electrically, but the novel feature here is the desirable lack of visible linkage. If the rattles have departed into the same limbo as the linkage, a great deed has been accomplished.

For the forgetful driver, provision has been made to guard against the car's discomfort due to unexpected rain when left unattended with the hood down. A "sensitized spot" between the seats tells the mechanism to hoist the hood and windows!

Somewhat anti-climactic is the fitting of built-in hydraulic jacking, a feature still unknown in America, where a "gas station" is nearly always just around the corner.

### Altimeter and Compass

The fascia board is extremely thoroughly equipped. The instruments are in two groups, one on the steering column, and the other in the usual place, under a crash pad. In addition to the customary dials, others inform as to altitude, direction (*i.e.*, a compass), engine oil temperature and torque converter fluid level and temperature. For those who simply do not read gauges, warning lights emphasize shortages as to fuels, oil, and torque converter fluid.

The numerous knobs, which control the usual things plus the hood, windows, seat adjuster, jacking

system, etc., are all lighted too, by means of small bulbs in plastic inserts.

In view of the great number of electrical units, it is only natural that the generator should be unusually generous, and 12-volt at that. The accumulator is in the rear of the car, and its compartment is ventilated by the ducting for cooling the rear brakes.

Turning now to the externals of the coachwork, we find still more items of interest. The elliptical object in the nose, for instance, revolves out of sight when the lighting switch is turned on, and a pair of close-set headlamps mounted on its reverse side swing into place.

The opening under the revolving headlamp device is, of course, the air opening, supplemented by others under the bumper. The radiator itself is of aluminium.

### The "Jet" Tail

At the tail of the car, what looks like the exhaust end of a jet aircraft is really not only the rear bumper, but the home of the brake warning light. The three lights on the trailing edges of the rear wings are tail lamps and direction signal lamps, while somewhat beneath them are the reversing lights. At night, in reverse with the brakes on and with the direction signals going, the effect of nine lights at the rear must be not less than dazzling!

The spare wheel-cum-tyre is in the customary boot formed by the rear part of the body.

One remaining unusual feature is that in some manner the rear window, when the hood is up, acts as a prism to focus on to the rear vision mirror a general view to the rear of the car.

It is, of course, impossible to say which of Le Sabre's features will be applied to what General Motors cars of the indefinite future. General Motors people readily admit that cost and other considerations would bar the use of most of them on any car today. However, Mr. Earl's first prototype of this nature, built in 1938, was quite advanced in its day, and some of its elements were later used on production models. Le Sabre can therefore be considered as a peek into the crystal ball, but only time will sort the dreams from the facts.



# Correspondence

**WE** are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

## The Bane of Success—and the Cure

**IT** occurs to me that some of your readers may have experienced, but not understood, a look of mixed pleasure and annoyance in their homes when they bring home additional pieces of silverware from the Annual Dinners which take place at this period of the year.

They might not realise that this peculiar mixture has to do with the pleasure in the success being considerably marred by the thoughts of frequent polishings of the article in question over all the future years. This being so, I thought that your readers might like to know of a method of overcoming this, so that in future their awards will be accepted at home with unadulterated joy.

The method is very simple indeed and merely consists of having them clear-acquered at any good local paint firm.

As an experiment I recently had 16 of my own collection so treated and in spite of the recent frosts, there is no sign of tarnishing whatsoever. I am assured that, providing they are subsequently only dusted and not rubbed, the acquet will last for 10 years.

The cost is very reasonable since, although the 16 referred to vary in size from six inches to two feet five inches, the total cost was only £3 8s, and the result is very well worth this small expense.

MICHAEL H. LAWSON

THORNTON HEATH, SURREY

## The 1,500 c.c. G.P. Delages

**MR. R. R. C. Walker's** letter in the current issue of *AUTOSPORT* would seem to clear up the mystery of the fourth G.P. Delage, as he quoted three cars as being in existence today.

However, in 1948 a motoring journal printed a photograph of one of these cars which had come to light in America, where it had remained since being driven at Indianapolis by Chiron in 1929.

This gives us one car too many, and I suggest that the somewhat shadowy De Rovin car was actually the one owned by Chiron which passed to Robert Senechal, being driven by De Rovin at Monte Carlo because Chiron was then at Indianapolis, and at San Sebastian because Chiron was driving a Bugatti.

To return to Mr. Walker's letter, he quotes Hampshire's car as a non-i.f.a., whereas a photograph of Hampshire at Geneva in 1946 shows an unmistakable i.f.a. chassis. There seems at first sight to be a further mystery here, but I believe I have the solution.

In 1936, Prince Chula bought Seaman's Delage together with a vast quantity of spares which Seaman took over from Earl Howe. These spares must have come mainly from the car that was wrecked at Monza, and included its engine. Chula also bought the remaining Delage from Capt. Davis.

However, being anxious about the state of the Delage chassis frame, Chula had one, or possibly two, completely new chassis frames built, incorporating i.f.a.

All Prince Chula's Delage parts later passed to Reg Parnell, who in 1946 produced two i.f.a. Delages, while the spare engine, as Mr. Smith records, was installed in the Challenger.

In 1947 Parnell parted with the two i.f.a. cars, retaining the Challenger, which seems to have appeared only once, in the

Isle of Man, driven by Hampshire, the chassis proving most unsatisfactory.

In 1948 the third Delage makes its appearance, being entered by Hampshire for the Jersey race together with Woodal's. If we assume that this could not have been Habershon's car, one solution suggests itself—that it consisted of the engine out of the Challenger installed in the original non-i.f.a. chassis discarded by Prince Chula.

A report on the race describes it as having a non-vintage Wilson box—probably the one used by Earl Howe and discarded by Seaman as too heavy—and 2 LS brakes, fitted, of course, by Seaman. No mention is made of i.f.a.; so here we have the ex-Seaman non-i.f.a. chassis now owned by Mr. Walker, which is indeed the ex-Hampshire car.

PATRICK KELLY,

HARROW, MIDDLESEX

**IN** connection with Basil Davenport's letter in *AUTOSPORT* of 2nd February there were in fact two Inter-Varsity Meetings at Brinkley Park in 1930. The first, as Davenport states, was indeed won by Stanley Llewellyn, in the loaned B.H.D. In the second and later meeting in the year I myself was sitting pretty for F.T.D. on the first run in the ex-Kave Don Lea-Francis hoping and praying that Scott, who was entered and had not, as then, put in an appearance, would remain absent! But in the interval that all too familiar "Yowl" to the paddock approach premised the arrival of "Bomber" Scott and his 1½ Delage, as it was popularly known and, of course, he made F.T.D. with his one allowable remaining run, but as I recollect, a fraction slower than Llewellyn's earlier record.

J. ALLAN ARNOLD

MANCHESTER

## More Power from Unsupercharged Engines

**AN** enforced holiday—flu—gives me the opportunity of joining the discussion on the possibilities of vastly increased power outputs from unsupercharged engines at present current in your journal.

Some slight knowledge of single cylinder engines prompts me to put the cart before the horse and state, at the beginning of this letter, that intensive development of an unblown engine will produce a result that is similar to the intensive development of its supercharged counterpart.

I believe one of the criticisms leveled at what is, to date, supposed to be the most potent supercharged 1½ litre engine, is closely paralleled by a similar criticism directed at current 500 c.c. unblown racing engines. In both cases the useful rev. range is severely limited and, in the case of the single, there is no useful power below 4,500 r.p.m.

To overcome this disadvantage in the car a five-speed gearbox was employed and, judging from comment in technical Press and other journals, has been found wanting. Fierce maltreatment of the clutch—at times used as an infinitely variable gear—overcomes the disadvantage on two-wheelers.

Intensive development can, I believe, bring about quite incredible outputs from unblown engines but—and here's the snag—at virtually one engine speed. To obtain proportional outputs above and below this figure an entirely different box of magic is required and different valve diagrams, inlet tracts, pipe lengths and megaphone shapes are necessary. Thus, staying with the unblown engine for a moment, to maintain this fantastically good result through the engine range—or at least a reasonable engine range—all the components must be variable. Quite a problem.

Assuming comparable power outputs from both types of engine, blown and unblown, we must also assume the basic engine is capable of coping and that, as far as cost of construction is concerned, both will be equally expensive. We are, therefore, left with the cost of development and manufacture



on one hand of the multiple variables—inlet tract, cam gear, etc.—and on the other of one-, two- or three-stage supercharging. Not forgetting the cost of developing drivers capable of working something akin to a Wurlitzer cinema organ!

Although development on unsupercharged single cylinder engines has been going on for a great number of years and considerable information has been amassed concerning port sizes, inlet tract lengths and megaphone shapes, I do not think anyone would dare state that it was an exact science. On all these aids to tuners the megaphone has perhaps the most unimaging history. I am not however prepared to vouch for its exact truth. Some years ago regulations stated that exhaust pipes would not terminate in front of a line, etc., etc. One tuner found that his optimum pipe length was short of this point and stuck a piece of large diameter pipe on to make up the difference. His astonishment can be imagined when he found an increase in power with the odd item in place.

From that day the megaphone has never looked back and has grown more imposing and raucous with the passing years, until 1950! Then Guzzis had to spoil things by appearing with a megaphone possessing a reversed cone on its extremity! It makes life tedious.

DENNIS J. HARDWICK.

ALVECHURCH, NR. BIRMINGHAM

### Power from Unsupercharged Engines

I WAS very interested in John Bolster's article on unsupercharged racing engines, the problem of getting high power outputs from unsupercharged engines has been investigated very thoroughly by the designers of model racing two-strokes and they have been rewarded with some very high power outputs indeed.

There are now a number of motors on the market which develop in excess of 100 b.h.p. per litre, in fact any motor that does not give 125 b.h.p. or more per litre is not considered a racing engine in the true sense.

A typical example is the Dooling 61. Perhaps a few details might be of interest, it has a capacity of 4.95 c.c. bore 1.015 ins., stroke .750 ins., giving a stroke/bore ratio of .74, disc rotary valve induction through a down draft carburettor, a crankshaft carried in two ball races, light alloy piston with two rings, needle roller big end, a compression ratio of 9.5 to 1, and weight 16 ozs. The exhaust port extends for 180 degrees around the cylinder and the transfer port is also 180 degrees, the upper cylinder being held on by narrow spigots.

Maximum B.M.F.P. is 67 lb. per square inch, and tuned this unit develops 162 b.h.p. at 17,000 r.p.m., or approximately 164 b.h.p. per litre, which compares favourably with the 67 b.h.p. per litre of the Rolls-Royce Merlin, and the 268 b.h.p. per litre of the B.R.M. both of which are supercharged.

I would like to point out that I am not connected with the Dooling company, and that these design features apply to most racing engines, except in minor details.

In conclusion I would like to say that, although a unit of this type would not be feasible for Grand Prix racing, it might be possible to design something along these lines for 500 c.c. racing.

G. STOWIE

NOTTINGHAM

### Ford B.H.P. in Ulster

IN reply to Russell Lowry's northern friends (2nd February issue) I can only say that Mr. Scott stands by the figure given, and I accept it, with absolute confidence. With a canniness worthy of our Scots ancestry, we refuse to discuss the matter further, save to say that Mr. Scott is prepared to meet English Ford-specialists on the field of battle at any

time. Indeed, he suggests an event at Silverstone this year, to enable the Dagenham-dicers of the British Isles to fight it out between them.

I think Mr. Bryant's suggestion (26th January issue) an excellent one, but I do hope he does not imagine that the Lindsay and Scott Fords are either cheap or straightforward. Remember that a Ford engine may be made exceeding a "special" without using other than Ford components—the use of the commercial clutch and crankshaft immediately springs to mind, while a Y type chassis must of necessity be relieved of its original front axle, brakes, and wire wheels before other modifications are even contemplated. These changes, and others which I was not at liberty to disclose, cost money, and anyone who expects to achieve performance comparable to that of the Lindsay and Scott Fords without the expenditure of much time, thought, and folding stuff, is liable to be vastly disappointed.

By all means let us have a 1,172 c.c. formula, but to give the speculators a chance, let it be as carefully defined as Holland Birkett's excellent 750 c.c. specification.

F. WILSON MCCOMB.

BELFAST.

### A 1,172 Formula?

MR. J. D. BRYANT has got a good idea in his plea for Ford 10 sports cars (26.1.51) and I hope that others will come forward in support of the scheme, too.

Clearly the first step is to form a Club, and then you can have a meeting, constitute rules, regulations and a programme.

My own hope is to run a Ford 10-engined sprint car for the 1951 season and this scheme would give me ample opportunity for testing my car against similar products, in their first season's events.

Even if the proposed Club were to get events for the 1,172 Formula run by existing Clubs in their members' meetings, a good start could be made and the probable form for 1952 would be gauged by the end of the '51 season.

DEREK GODFREY (LT.-CMDR., R.N.)

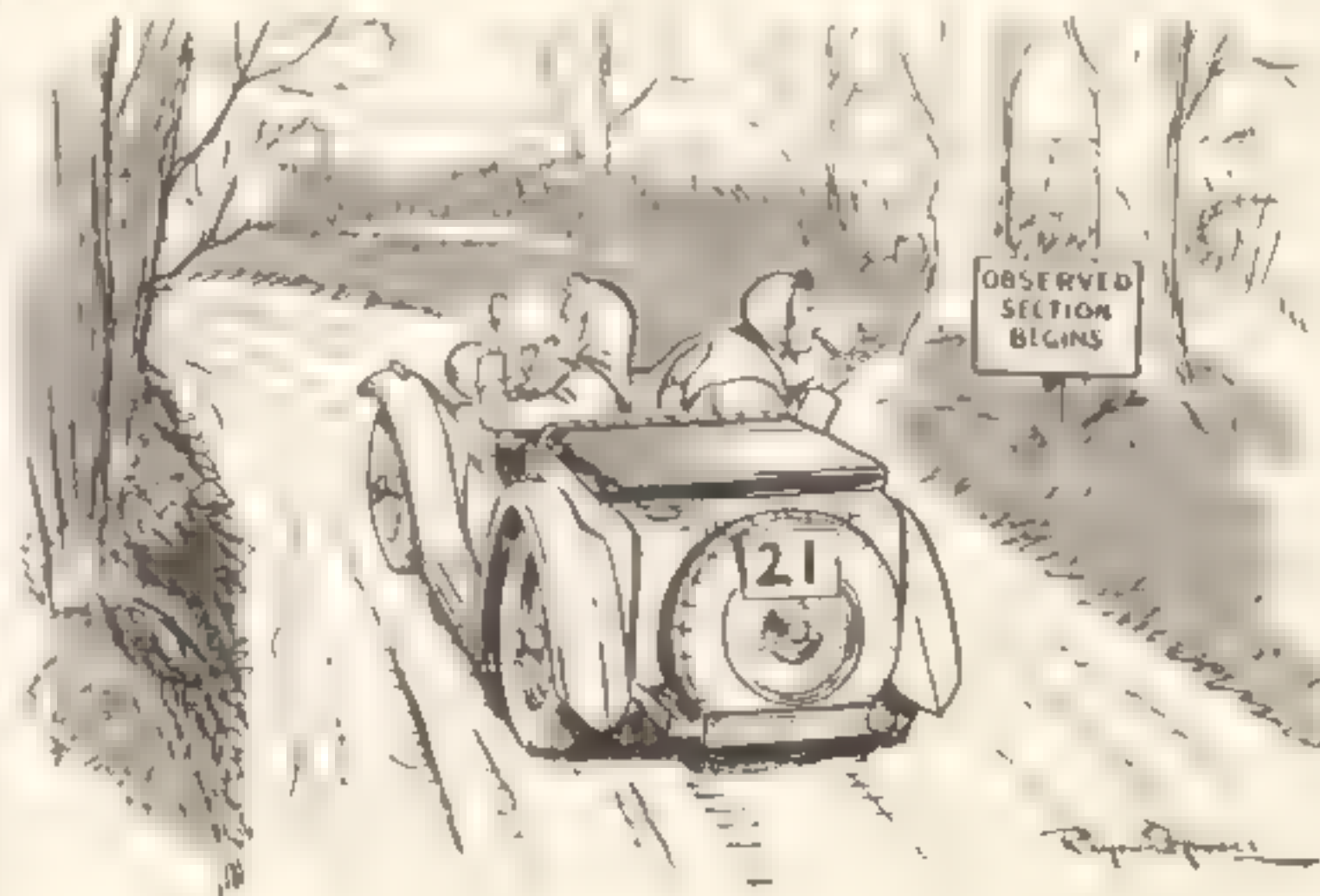
ARUNDEL, SUSSEX

### Where the Power Goes

I READ with interest the article "Where the Power Goes" in the issue of the 26th January, and would like to raise the following points.

The main theme is "that efficient streamlining would reduce drag and if the weight was not increased, the speed would rise."

Now the CD of the Auto-Union Type C is given as .61 in





*The Grand Prix Car* by L. Pomeroy. Of this the bare hull has a CD of .057, the high total being due to wheels and suspension details. The types illustrated on page 82, AUTOSPORT 13th January, have CDs of .393 and .200 respectively. Thus a fully enveloping body is essential. With this type the weight of the Auto-Union rose by 11 per cent.<sup>1</sup>

This body type means that not only are the brakes deprived of cooling air, but also of the retarding effect of higher body drag. They would need to be more effective and artificially cooled. This would certainly increase the weight, which, added to the increase in body weight, would reduce the acceleration, although the maximum speed would be higher.

But much more serious is the forward movement of the Centre of Aerodynamic Pressure which, in such a type of car can reach a point well ahead of its nose. This means the car would be over-sensitive to side winds and hard to handle, if not unstable on corners.

Mr. G. Lind Walker deals with this in his article "Directional Stability" in *The Automobile Engineer*. Neither Mercedes-Benz nor Auto-Union appear to have mastered this problem, their fully faired cars being more suited to track or straight-line record work than road racing.

In conclusion, I feel that the main requirements of a 500 c.c. car are road-holding, good handling and braking, and a general clean-up of suspension and cooling air flow, where eddy currents must be considerable rather than designing for all-out speed to the detriment of former qualities.

E. J. A. EDWARDS, A.M.I.E.D.

CHADWELL HEATH, ESSEX.

#### Where the Power Goes

WHEN I first saw the article "Where the Power Goes" I was very pleased, as I have wanted some authoritative information on this subject for some time. My pleasure soon turned to annoyance, however, when I tried to sort out the information I required.

Firstly, the curves of slip and weight omit the definite mention of the units of the weight parameter and the whole discussion on tyre slip finishes "in the air" with no conclusion.

The units of rolling resistance for which the formula is presented are not stated and the formula does not seem to agree with the table. The weight of the hypothetical car is not quoted.

However, I would now like to make some constructive criticism. From the curves presented I have estimated the gearbox ratios and tabulated them with gearbox efficiencies supplied by Burman's and the altered values of power available at the back wheel.

	Ratio	Efficiency	H.P. at Back Wheel
Top	1.0	.99	36
3rd	1.26	.961	34.7
2nd	1.74	.941	34
1st	2.77	.917	33

This alters the power available for acceleration considerably.

I have noticed on my racing motorcycle that I get more r.p.m. in top gear, the higher the tyre pressures and wonder if this is due to increased spin or reduced rolling resistance.

R. W. FOSTER-PEGG, A.F.R.A.C.S.

ASTON-ON-TRENT, DERBYSHIRE.

#### Trials Rega.

I HAVE been a motor sport spectator for more than 20 years, and I have formed several ideas about regulations and organizing motoring events in general; fortunately these will never take effect. On the subject of trials, their organizing and regulations, it is quite evident that it is getting increasingly difficult to find sections to beat or put to test the modern trials car, just as it was to find sections to beat the comp. tyre in days of old. The modern trials special with its crazy weight distribution can hardly be called a trend in the right direction, or can it? It only wants somebody's rear engined car to go straight on into a traffic island and the authorities will clamp down on the sport with a mighty hand, and the position will be awkward, if not hopeless.

Having given this much thought I have come to the conclusion that some rules will have to be altered to make the

cars safe and road-worthy. If a rule on the following line was introduced into car specifications as issued by the R.A.C., I think it would help rather than hinder the sport and would give the less wealthy a chance to compete:

(a) That the engine timing case shall be no further than six (6) ins. behind the centre line of the front wheels.

(b) That the back of the driver's seat shall be no less than 10 ins. in front of the rear wheel centre line, and the passengers shall be in line with same.

(c) If a competitor requires more weight over the rear wheels let him (or her), have it by all means, but he shall be penalized by making him carry the extra weight over and above the normal essentials of a motor car.

If something on the above lines could be introduced, I do not think too many complaints would arise, as I think most people agree that things are getting to be beyond a joke.

H. GORDON INESON

BIRSTALL, N.L. LEEDS.

#### Trial Specials

HAVING recently competed and passengered in several trials, it does occur to me that the specials could reasonably fairly be matched against standard cars if the latter were allowed "knobbles".

To make fair competition, standard cars would have to be completely standard and no supercharger, fancy gear ratios or wheel sizes allowed.

This means the standard car owner would have a real chance of success if he will risk dirtying or damaging his motor car.

ROBERT BARLOW

DANBURY, ESSEX.

#### Farinetta?

WHILE on one of my journeys as a commercial traveller, I was approaching a left-hand bend when, speeding towards me, came a small pre-war family saloon in a classical controlled slide. As the car reached the grass verge the power came on and pulled it on to a straight course again. This certainly reminded me of days at Silverstone, watching the masters and, as the car passed me I peered in anticipating a young enthusiast perfecting the slide, but imagine my surprise when I beheld a small, bespectacled, grey-haired old lady!!

I am still wondering, was she a student of Dr Farina, his tutor, or just hoping for the best?

KEITH H. DOUGLAS,

NOTTINGHAM.

#### TC versus TD

I AM very reluctant to pass an opinion on the M.G. TC and TD controversy and have waited, hoping to see something in the correspondence column which would save readers having my suggestions inflicted on them. I have a very definite personal preference but would rather keep this quiet in the hope that every M.G. owner who is really interested in this subject will act on the following suggestion.

On Saturday, 12th May, as announced in AUTOSPORT on 19th January, the West Essex Car Club are holding the first of a series of race meetings at Borcham and I understand from the Hon. Competition Secretary, that it is the intention of the club to run a race in which all competitors will be driving M.G. Midgets and will, in all probability, be required to carry manufacturers' bodywork. The club anticipate an entry of at least three TDs and considerably more TA and TC models. There already exists a special trophy for the best performance by an M.G. Midget in an event run by the W.E.C.C., and it is fairly certain that this race will help decide both the merits of the two models and the winner of this award.

What better chance could there be for all those interested in this subject. With nearly three months to tune the T types up, it should prove very interesting and even amusing, should the race be won by a PB!

Oh dear, what have I said?

R. W. JACOBS.

SOUTH WOODFORD, E.18.



# News from the Clubs

## IRISH 500 CLUB A.G.M.

### 2 Races and 2 Hillclimbs this year

ON 31st January, Dr. Harry Tinsley's Belfast residence was once again invaded by enthusiasts, for the A.G.M. of the 500 Motor Racing Club of Ireland. The Hon. Treasurer being unavoidably absent, reports were read by Hon. Sec. J. L. Stirling, who explained the decision to abandon the club's Downhill venue, owing to restrictions placed on its use by the R.A.C. Stating that the present membership figure was 63, he expressed the hope that trials and social events would be organized when the club's finances were in better health. The programme already announced for 1951 included two race meetings at Newtownards Airfield on 17th March and 4th August, and hillclimbs at Cairncastle on 5th May and 1st September.

Mr. Robert McCann, J.P., then took over from the outgoing chairman, Mr. T. S. Simpson, and the election of officers proceeded as follows: *President*, The Earl of Antrim. *Chairman*, T. S. Simpson. *Vice-Chairman*, Robert McCann, J.P. *Hon. Secretary*, J. L. Stirling. *Hon. Treasurer*, W. Carson. *Council*, Messrs. Harper, Clapham, McComb, Campbell, Leeper, Graham, McCullough, Tinsley and Jackson. In view of his generosity to the club in the past, it was recommended to the council that Mr. Sydney Durbridge be elected a Vice-President, Commodore C. A. R. Shillington's name being also proposed. The proceedings closed with a vote of thanks to Dr. and Mrs. Tinsley for the lavish refreshments provided at each meeting of the club.

## THE MANCHESTER U.M.C. RALLY

### R. Dobson (Triumph) Best Car Performer

THE Howarth Trophy Rally went off well on Sunday, 28th January. There were 27 starters, which included four motorcycles and one combination, the remainder being cars of all types from an Alvis

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

Special and a Delage to Morgan 4-4s, MGs and larger vehicles such as Triumphs and an AC. The weather was crisp and fine with none of the fog that marred life in other parts of the country. Note this was Manchester University!

The course covered 217 miles round Lake Bala and Alderley Edge, where the final control was held, and a social evening followed. There was a spot of difficulty in locating the first control, but 21 of the original starters turned up safely at the finish after a thoroughly enjoyable run. The best car performance was put up by R. Dobson in a Triumph saloon, while D. Clegg on a 350 c.c. B.S.A. took the motorcycle class. It was agreed that Organizing Secretary T. A. Carlisle had done a notably good job.

## POPULAR BRISTOL FILM SHOW

THE Film Show at the "Grand", Bristol, on 24th January brought together more than 200 members and friends with "Esso" and "Shell" making the film contributions. A mixed bag of events was excellently covered bringing in the major events at Silverstone and Goodwood, and the motorcycle was well provided for with T.T. and Six-Day Trial events. Geoff Murdoch gave fine commentaries on the silent "Esso" films and being a racing man (he got a fourth in the 1948 Senior T.T.) he knew what sort of detail was required.

This month's Film Show was held at the "Grand" on 7th February. The Club 1950 film and the Le Mans epic "Endurance" made up the programme.

Regulations will be issued shortly

for the Closed Invitation Race meeting at Castle Combe on 31st March. Invited Clubs are B.A.R.C., B.R.D.C., Bentley D.C., Midland A.C., 500 Club, Vintage S.C.C., and West Hants and Dorset C.C.

There will be Sports Car, Vintage and "500" races and provision is being made for the admittance of the general public.

## STANDARD CARS ONLY R. Oakes (M.G.) Best in Lancs and Cheshire Trial

APPALLING weather conditions greeted competitors in the Lancs and Cheshire M.C.'s Standard Car Trial, held last Sunday, 11th February, and not surprisingly there were a few non-starters.

Seventeen stalwarts in standard (same as you can buy) cars set off from Macclesfield in a snow storm, heading for the first section, Cat and Liddle 1 and 2, which failed everyone except D. S. Rayner in a 1932 Ford V8 coupé. Next best were R. Oakes (M.G.) and A. J. Lilley (Ford) who each lost four marks.

Through snow-covered Cheshire lanes the route led to Test 1, where the fastest run was put up by K. Bancroft (Ford 10) in 20.8 secs. Following a lunch stop at the Setter Dog Inn, an innovation to standard cars was a hill which had to be climbed in reverse. This section started with a hairpin bend, and with weight distribution reversed produced some comical spectacles. However, more than half the entry climbed clean, noteworthy among them being N. Bloor in a 16 h.p. Rover saloon.

After two further tests the trial finished at the Dixon Arms Hotel, Chelford, where it turned out that Oakes was best performer with a loss of eight marks, runner-up being D. S. Rayner in the Ford coupé.

### Results

**Open Cars:** 1, R. Oakes (M.G.) 8 marks lost; 2, D. S. Rayner (Ford) 12 marks lost.

**Closed Cars:** 1, A. J. Lilley (Ford) 20 marks lost; 2, K. Bancroft (Ford) 26 marks lost; 3, Miss D. Corbishley (Fiat) 30 marks lost.

**Novice Award:** D. Robertshaw (Sunbeam-Talbot) 30 marks lost.



# First International Rally of Great Britain

R.A.C.'s Big June Event over 1,800 miles.

High Speed, Regularity and Hillclimb Tests.

BRITAIN'S first International Rally will take place between 4th and 9th June this year. Organized by the R.A.C. it will be an event primarily of touring nature, but is intended to be a serious competition of as severe a character as is practicable considering the road conditions of Great Britain.

The route covers approximately 1,800 miles and will include high speed, hill climbing, regularity and various other tests designed to discover the prowess of competitors, and suitability of their cars.

Competitors depart from four starting controls (all in England) on the morning of 4th June, all routes converging at Silverstone in the afternoon for high speed tests. Thereafter all competitors will pass through the same control points and this will involve their passage through Scotland and Wales and return to England. Night stops on 5th, 6th and 7th June are allowed.

The Rally finishes at Bournemouth on the afternoon of Friday, 8th June, and the final tests take place there the following day.

The Rally will be open only to production type cars of which at least 50 have been sold to the public prior to 1st April, 1951. Competitors on making an entry will be required to furnish a catalogue and full specification of the car being entered and no change from the manufacturer's specification will be allowed except in respect of compression ratio electrical equipment and the fitting of additional equipment for the comfort of the crew. No change of any major component of the car will be permitted during the Rally and any damage sustained by the car or failure of specified items of equipment will involve penalties, nor will any organized outside assistance be permitted.

Cars will be divided into four general classifications of equal status as follows:

1. Open cars with an engine capacity exceeding 1,500 c.c.
2. Open cars with an engine capacity of less than 1,500 c.c.

3. Closed cars with an engine capacity exceeding 1,500 c.c.

4. Closed cars with an engine capacity of less than 1,500 c.c.

Awards will total £1,500 in value in addition to Trophies, a special Ladies Award and Team Award for three cars of the same make.

Entries will be limited to a total of 300 and not more than 100 competitors may depart from any one starting control. Entries will be admitted in the following manner:— 100 British entrants will be given preferential selection by the R.A.C.; other National Automobile Clubs will be asked to give preferential selection to a total of 100 foreign competitors to the following numbers:—

France	...	25
Sweden	...	10
Denmark	...	5
Portugal	...	5
Switzerland	...	5
Holland	...	15
Italy	...	5
Norway	...	5
Belgium	...	5
Other nationalities		20

The remaining 100 competitors will be selected by a ballot among all remaining entries of any nationality.

Entry fee will be £15 inclusive of insurance as required by the Laws of Great Britain, and specified personal accident insurance up to a limit of £2,000 for the occupants of each competing car.

Entries close on 30th April, and full regulations will be issued on 19th March.

## JERSEY ANNUAL DINNER

THE Annual Dinner and Presentation of Trophies of the Jersey M.C. & L.C.C. was held at the Merton Hotel, Jersey, on 1st February, when over 300 members and friends were present. A large number of distinguished guests included H.E. The Lieut-Governor, Sir Edward Grasett, and Lady Grasett;

Jurat Major E. P. Le Masurier, O.B.E., the Lieut-Bailiff; C. S. Harrison, Esq., H.M. Attorney-General; Major R. E. B. Voisin, H.M. Receiver-General; Senator C. P. Rumfitt; Senator Ed. Le Quesne, Deputy E. H. Le Brocq, O.B.E.; F. Le Boutillier, Esq., Constable of St. Ouen; and many officials of the States of Jersey.

The Bailiff, Sir Alexander Coultanche; the Consul de France and Senator Colonel J. Collas were unable to attend through indisposition.

There were only two toasts. H.E. The Lieut-Governor proposed the toast of "The Club" in a speech which showed his deep interest in motor sport. His Excellency paid many tributes to the Club.

Mr. R. L. Sangan, president, responded, giving many interesting details of club activities. He expressed appreciation of the great co-operation of competitors and officials and the great unity to which the success of the Club was due.

Mr. R. I. Andrews, vice-president, proposed the toast of "The States of Jersey and the Distinguished Guests", paying tribute to the help received from the Island authorities.

The Lieut-Bailiff responded and referred to the great amount of work performed by the officials of the Club and the efficient organization of the International Road Race and other events.

Following the speeches, Lady Grasett, accompanied by Mrs. P. Oxenden, vice-president, presented the Club's large collection of trophies to last year's winners.

## NOTTINGHAM S.C.C. NOTES

THE "first Thursday of the month" meeting, which has now become a recognized rendezvous for the motoring enthusiasts of the district, took place at the "Admiral Rodney" public house. Owing to her absence from the Annual Dance, Mrs. Nancy Binns was presented with the Performance Trophy, for the best performance in all races throughout last season.

The Club's Closed Pilkington Trophy Trial, over an approximately 70-mile course, takes place on 25th February, starting from the Plaisance Yacht Club Car Park, Wilford Road West Bridgford at 2 p.m.



News from the Clubs—contd

### THE KITCHING TROPHY TRIAL

REGULATIONS are now available for the North Midland M.C.'s Kitching Trophy Trial, to be held on Sunday, 25th February. Entries close today, 16th February, but you may still be in time to help. The start will be at 11 a.m. at the Eagle Hotel, Buxton, and the finish will be at the same place. The course will be a sporting one of approximately 40 miles.

### FURNESS DISTRICT MOTOR CLUB

THE Charles Kendal Trophy Competition for normal touring cars will take place on Sunday, 18th February, starting at 1 p.m. from Gascow Quarry, Alverston. The event is open to club members only. The course will be about 40 miles in the Furness district, finishing at the Manor Hotel, Oxen Park, where tea will be available if booked and paid for before the start.

### BROUGH AFRODROME RACES ON EASTER SATURDAY

#### Motorcycle and 500 c.c. Car Races

THE Half-litre Club have been invited to stage 500 c.c. car races at the Blackburn Welfare M.C.'s motorcycle race meeting at Brough on 24th March. The course, which measures just over a mile in length, is situated within 10 minutes walk from Brough Station, on the main Goole-Hull line (N.E. Div.). The car races for the 500 c.c. Cars Championship, will be run in seven-lap heats and a 15-lap final. Racing starts at 2 p.m.

### V.S.C.C.—A LIGHT CAR SECTION

THE Vintage Sports Car Club announce the formation of a Light Car Section, which will encompass cars of under 1,500 c.c. manufactured prior to 31st December, 1930, for which the makers never claimed more than 30 b.h.p., and which are not sports models. The object of the section, which is under the chairmanship of Mr. W. Boddy, is to recapture the atmosphere of the new motoring era of the immediate post Great War period together with its ideal of informal comradeship and economical motoring.



THANKS FOR THE TANKARD (Left to Right): Russell Lowry, Johnny Wade, Jeff Dixon, Chris Peterson and Vivian Crosthwaite at the Liverpool M.C.'s annual dinner on 2nd February. "Northern Lights" was presented with a tankard by President Crosthwaite, on behalf of past and present members of the committee in recognition of 10 years' successful chairmanship of the Club.

The hon. secretary, A. Jeddore Fisher, will endeavour to help members trace spares and data for their cars, and it is hoped to organize social and quietly competitive events in various parts of the country, and re-runs of historic light car events such as the London-Exeter.

Membership is open to any V.S.C.C. members, and readers in quest of information should get in touch with the secretary at Aspley Cottage, Kingston Blount, Oxon.

### SEVERN VALLEY MOTOR CLUB

THE annual general meeting was held on 1st February at The Brooklands Hotel, Shrewsbury, when the Victor Ludorum award (The Harlech Trophy) was presented to F. Oldum (Morris 8 and Allard) for the best aggregate performance in the competitive events held during the 1950 season. Runners-up were P. Fullwood (M.G. TC) and P. Reade (Riley Spl.)

The competition secretary, Terry Heath, announced the following events to be held this season—7th February, visit to Rolls-Royce Works at Crewe; 25th February, trial in the Wrekin area; 3rd-4th March, Burnham-on-Sea rally (N. Staffs M.C. invitation); 31st March-1st April, "Rallye Telegraphique"

(Bugatti Owners' Club invitation), 22nd April, trial in Shrewsbury area, 13th-14th May, Rally to Portmeirion (C.I.); 10th June, night driving trial in Shropshire; and 22nd July, driving tests.

Other events will be arranged, including treasure hunts, social runs etc., for those drivers and/or cars who prefer the less strenuous life. It is also hoped to arrange some speed events, if a suitable venue can be found.

Mr. C. Kieft, and Mr. G. N. Mackie (of Kieft and Marauder Cars respectively) have accepted vice-Presidencies. Ted Oakley's Alfa may now get some competition!

### BENTLEY DRIVERS' 3-DAY EASTBOURNE RALLY

THAT vigorous body, the Bentley Drivers' Club, are staging an Invitation Rally to Eastbourne extending from Friday, 30th March, to Sunday, 1st April. Invited clubs are Aston Martin Owners', Lancia, Lagonda, the Frazer-Nash section of the V.S.C.C., and the Metropolitan Police Driving School Sports Club. There are six starting points, London, Alveston, Newmarket, Ringwood, Atherstone and Uckfield, and competitors will converge on Aston Rowant, and then proceed by



### News from the Clubs—contd

an undisclosed route to Eastbourne, total distance not exceeding 300 miles.

On the second day, driving tests will be carried out on Eastbourne sea front, and on Sunday hill climb tests at Bo-peep Hill on the Firle Estate (10 miles outside Eastbourne) will conclude the Rally. There will be a Supplementary Contest for those wishing to take part only in the driving and hill climb tests, but entries for this will only be accepted if the number of competitors for the Rally as a whole fall short of a set maximum.

Entries will be received up to 10th March, by the Secretary, Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks.



RAYMOND MAY'S replying to Viscount Curzon's toast of *The Pressant*, and *The Sport*, at the recent annual dinner-dance of the Chiltern C.C. at the Bull Hotel, Gerrards Cross.

### CEMIAN'S KENT CUP TRIAL

THE Cemian M.C. will hold their closed Kent Cup Trial on Sunday, 25th February, starting from the Spring Tavern, Wrotham Heath, at 2 p.m. The course extends over approximately 40 miles of Kent's trials land

### Coming Attractions

- February 17. *Riley M.C. Winter Rally, Surrey. Start Virginia Water.*
- February 17. *Eastern Counties M.C. Trial, Suffolk.*
- February 17. *Ulster A.C. Trial, N. Ireland.*
- February 17. *M.G. Car Club (Irish) Experts' Trial. Start 2.15 p.m., Jockstown Inn, nr. Tallaght.*
- February 17. *Vintage S.C.C. Bisley Rally.*
- February 17-18. *Peterborough M.C. Night Navigation Rally. Start 10.30 p.m., nr. Bleichley, Bucks.*
- February 18. *Circuit of Filipstad, Sweden. (500 c.c. and S.)*
- February 18. *Circuit of Vendelos, Sweden. (500 c.c. and S.)*
- February 18. *Tunbridge Wells M.C. Trial, Tunbridge.*
- February 18. *Sheffield and Hallamshire M.C. Sporting Trial, Derbyshire.*
- February 18. *Rhyl and D.M.C. Trial, N. Wales.*
- February 18. *W. Hants and Dorset C.C. Hartwell Cup Trial. Start 10 a.m., Sandford Hotel, Warcham Road.*
- February 18. *Lothian C.C. Half-Day Trial, Scotland.*
- February 18. *Blackpool and Fylde M.C. Trial, Yorks.*
- February 18. *Furness and D.M.C. Sporting Trial, Furness. Start 1 p.m., Gascow Quarry, Alverston*
- February 18. *Rochdale and D.M.C. Trial, Lancs.*

### B.A.R.C., YORKSHIRE CENTRE

THE Yorks Centre of the B.A.R.C. have received invitations to take part in the following events: 28th February. N.M.M.C. Kitching Trophy Trial. 15th March. Y.S.C.C.'s 4-44 Trophy Trial. Regulations and entry forms are available from the Competition Secretaries:—N.M.M.C.: J. H. Hudson, "The Rise", Blackbrook, Belper, Derbyshire. Y.S.C.C.: G. P. Mosby, "Low Wood", Hebers Ghyll Drive, Ilkley, Yorks.

B.A.R.C. members are also invited to take part in the Lancashire Automobile Club's Morecambe Rally on 25/26/27th May. This will start on the Friday morning with a road section of approximately 250 miles. Friday evening will be spent in Morecambe. On Saturday morning there will be a further short road section, followed by driving tests. The Rally Ball will be held on Saturday evening, and the Concours d'Elegance on Sunday. Entries will

be limited, and it is anticipated that the list will close within a day or two of opening. B.A.R.C. members who wish to compete should inform M. S. Wilson, Silver Royd House, Leeds, 12, before 31st March.

\* \* \*

### NEW LONDON CLUB

KEEN motoring enthusiasts at the Battersea Polytechnic, S.W.11, have recently formed the Battersea Polytechnic M.C., with A. P. Weston-Webb as Hon. Sec. They plan a Rally on Sunday, 18th February, in the form of a set course on a route card, with three intermediate time checks and some starting and reversing tests to complete the course of 45 miles.

\* \* \*

### SUNDAY'S HARTWELL CUP TRIAL

#### New Weight Distribution Formula Try-out

JOHN JESTY's scheme for excluding the more eccentric trials specials will be used by the West Hants and Dorset Club in their Hartwell Cup Trial on Sunday. By this formula, competing cars are first weighed at the front, and then at the back; competitors then commence the trial with zero marks, and will be credited with marks for successful completion of sections. At the end of the trial, the number of marks gained by competitors will be multiplied by the weight of the front of the car, and divided by the weight of the rear of the car. By this means the trials special with maximum weight at the rear will be at a disadvantage, and drivers of the normal type of car will stand good chances of success.

The course is in Dorset, starting at 10 a.m. from the Sandford Hotel, about 14 miles outside Wareham and finishing at the Moonfleet Hotel, near Weymouth. One of the hills has to be climbed as slowly as possible, failure counting as such, and the times being used to decide possible ties. So far about 40 cars are entered.

\* \* \*

### LEICESTERSHIRE NIGHT RALLY

THERE is a Night Navigation Rally on the 17-18th February, which will be tomorrow by the time you read this. Entries will already have closed, but offers to serve as marshal



will be popular if made to Hon. Sec. H. H. Mayes, 'Phone Narborough 3343, or Hon. Competitions Sec. K. M. Towle, 'Phone Leicester 59284. The start from near Bletchley is at 10.30 p.m. for a 100-mile course.

There will be a "Noggin and Natter" on 28th February at the Airman's Rest (no more detailed address available) when the chief attraction will be a talk, illustrated by lantern slides, by Mr. N. R. Chandler, late of the technical staff of Rolls-Royce, on the development of the motor car from 1885 to the early years of the present century.

The Hon. Competitions Secretary, K. M. Towle, 136/152 Wharf Street, Leicester, is collecting a panel of marshals, and a number of members have already handed their names and telephone numbers to him. Plenty more are wanted.

Future arrangements. Sunday, 25th February, Sporting Trial for the Browett Trophy. Saturday, 17th March, the Club is among those invited for the Colmore Trophy Regs. direct from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield.

#### SHEFFIELD & HALLAMSHIRE A.G.M.

THE Annual General Meeting of the Sheffield and Hallamshire M.C. was held at the Norton Hotel on 31st January. Some 120 members were present and a record year was reported for 1950, membership having increased by 180 to a grand total of 510. Two race meetings are scheduled for Gamston, a Closed Invitation Meeting on Whit Monday and a date in July. The Motorcycle Section also intends to run an event at this venue during the summer.

The officials for the year were duly elected as follows: President, R. E. Maltby; Vice-Presidents, A. M. Beardshaw, R. C. Wingfield, D. Wesley and L. A. Styring. Hon. Sec., Arthur Scott.

#### A.C. OWNERS' CLUB FILM SHOW

THE January meeting of the A.C. Owners' Club was held at the Red Cow, Hammersmith on Wednesday, 31st January, when a programme of motoring films was shown to 60 members and friends.

The Shell Film Unit's productions of "Royal Silverstone" and the British 1949 Grand Prix were supplemented by "Log Book 1950" and a Cnémagazine which gave an excellent impression of a motorcycle scramble. But the highspot was a really superb film of the Isle of Man motorcycle T.T.—one of the most comprehensive presentations of a motoring event which can be imagined. Their nerves but partially restored by a period of refreshment, departing members were later heard to be muttering that snatch from "The Gondoliers" which goes "Dukes were three a penny" and thanking their stars as they drove off that they had four wheels beneath them.

#### MID-CHESHIRE CAR CLUB

IT has been decided that Friday, 23rd February shall be the first of a series of Club Nights, which will take place on the last Friday of each month thereafter. Rendezvous will be the White Barn Hotel, Cuddington. On some nights there will be film shows, talks by well-known people in the motoring world, and other entertainments of a motoring nature. On more normal occasions, members will provide their own amusement by the exchange of views and ideas according to the well-known formula for "Noggins and Natters".

A polite reminder is extended that 1951 subscriptions are now due, and memberships will lapse if they are not paid by 28th February.

#### THE LIVERPOOL M.C.'s ANNUAL DINNER

A PARTICULARLY enjoyable evening was spent by 120 members and friends at the Club's Annual Dinner-Dance at the Grand Hotel, New Brighton, on 2nd February. The Grand had really laid themselves out to provide all possible creature comforts. Members did the rest. Speeches were reduced to the very minimum, and were concerned with the presentation by the President, Vivian Crosthwaite, of a handsomely engraved silver drinking beaker to Russell Lowry, who retired from the Chair 12 months ago.

As a diversion in between normal dances, a series of games was played, which had been evolved in the fer-

tile brain of Jeffrey Dixon, and which, having revealed the innermost secrets of most people's lives, generally left somebody the happy possessor of a prize. Those who were not dancing retired to a suitable bar, which had been specially opened for their convenience. This reposed behind a delicate structure of wrought iron, and, as the evening progressed, produced an impression on certain people that they were trapped. They all appeared, however, to endure their captivity with admirable fortitude. Those who had brought French grammar books with them were able to decipher mottoes on the wall to the effect that "Alcohol means a slow death, but never mind, we're in no hurry", and other appropriate sentiments. All very good fun.

#### SOUTH CAERNARVONSHIRE MOTOR CLUB

HON. SEC. D. A. THOMAS, c/o National Provincial Bank, Aberystwyth, Pwllheli, Caernarvonshire, writes that a most successful film show was held at Criccieth on 1st February, when the features included "Far Horizons" dealing with the work done by Dunlops during the war, and also "Endurance", the story of the 1950 Le Mans Road Race. There were also colour films of North Wales, and some kindly lent by the Rhyl and District Club of sporting events in that area.

Membership is growing rapidly, but there is still plenty of room for new recruits. Car and lapel badges are now available. A hundred-mile Club Run is to be held towards the end of February.

A most gratifying feature of the meeting was the attendance of strong contingents from the Caernarvonshire and Anglesey Motor Club and the Rhyl and District Motor Club, which enabled an informal exchange of views to take place, auguring well for larger events to be run by the three clubs jointly.

*More club news on page 224*

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1928 21-h.p. Humber Tourer in really fine order, runs like a Rolls. £90  
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1935 Jensen 30 h.p. Road 91 A. chassis	£325
1934 Alvis Speed Twenty Tourer by Vanden Plas	£275
1935 Riley Falcon 15/6 saloon re-pod, eng.	£250
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## News from the Clubs—contd.

KENTISH BORDER CAR CLUB  
Annual Dinner and Dance

**ON** Friday, 9th February, the O.K.B.C.C. held their dinner and dance at Chiesman's Restaurant, Lewisham. The function was well supported, and several well-known trials exponents were among those present. The toast of "The President" was proposed by K. R. W. Shackel, and Sidney Allard, who holds that august office, responded in humorous vein. "The Club and Officers" was A. Rumfitt's proposition, and David Greig's reply was brief but to the point. S. C. H. Bowyer then did the honours for "The Visitors", and John Bolster answered on their behalf. Mrs. Allard presented the numerous trophies won during the 1950 season, and the rest of the evening was devoted to dancing.



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